OUR JOBBING DEPARTMENT.

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

CHINA MAIL' OFFICE

The China Mail.

Established February 1845.

No. 10,597 | 號十月二年七十九百八千一英 | HONGKONG, WEDNESDAY, FEBRUARY 10, 1897. | 日九初月正年四丁 | PRICE, $2.50 PER MONTH.

GOLD MEDALS, PARIS 1878: 1889

JOSEPH GILLOTT'S PENS.

Of Highest Quality, & Having Greatest Durability, are Therefore CHEAPEST.

The only Award, Chicago, 1893.

NUMBERS FOR USE BY BANKERS.

Barrel Pens, 226, 226, 262.

Slip Pens, 332, 908, 287, 168, 404, 7,000.

In Fine, Medium, and Broad Points.

The New Turned-up Point, 1053.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Bateliers*.

NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEIN & BRACE, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, H. W. CHURCHILL. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £350,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, October 17, 1896. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 6,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
A. MCCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman
Hon. J. J. Bell-Irving. | R. L. Richardson, Esq.
C. Bourmann, Esq. | D. R. Sassoon, Esq.
G. B. Dodwell, Esq. | R. Shewan, Esq.
M. D. Ezekiel, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARFNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, December 7, 1896. 368

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIE SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 28, 1896. 1711

AN EFFECTUAL STOP
IS PUT TO ALL ANXIETY
BY
THE NEW GUARANTEED CASH VALUE POLICY
OF THE
'EQUITABLE.'

This Policy provides three things; (1) Protection for the family; (2) Provision for the assured's later years; (3) A valuable investment.

When three annual premiums have been paid the policy acquires yearly thereafter three distinct GUARANTEED values in (1) paid-up assurance; (2) Cash; (3) Loan at 5 per cent.

This policy is pronounced by experienced men of business to be the best and most liberal contract of life assurance ever issued; and it is offered by an office having the splendid SURPLUS of £8,500,000 sterling to support its GUARANTEES.

Full Particulars and Illustrations from the GENERAL AGENTS,
SHEWAN, TOMES & CO.,
or
J. T. HAMILTON,
Manager for the East.

Hongkong, October 21, 1896. 1107

Business Notices.

HONGKONG RACES, 1897.

LANE, CRAWFORD & Co.

Beg to draw attention to their

SPECIAL SHOW OF SADDLES

BRIDLES, SPURS, WHIPS,

SADDLE CLOTHS, WEIGHT CLOTHS

JUST RECEIVED.

SILK TIES in all RACE COLOURS.
STABLE REQUISITES always kept in Stock.

LANE, CRAWFORD & Co.,
QUEEN'S ROAD & PRAYA.

206

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, Ltd., LONDON,
Pioneers of the Asbestos Trade.
Contractors to H. M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The best qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H. M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
Superintendent: ... ... THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

1281



TRADE MARK.

CANADIAN RYE
Whisky.
DISTILLED IN 1887.

Hong Name 打洋和記 PER DOZEN, ... $12.00.
YUEN WO.

GANDE, PRICE & Co.,
Wine and Spirit Merchants,
12, Queen's Road Central.

TELEPHONE No. 135. 283



ESTD. 1864.
15, QUEEN'S ROAD.
Telephone 75.

ACKERMAN-LAURANCE'S
SAUMUR CHAMPAGNE
DRY ROYAL,

Is as pure, wholesome and exhilarating as the most expensive Champagnes, whilst it can be obtained at about half the cost of the latter.—*London Medical Record.*

Caldbeck, Macgregor & Co.,
AGENTS FOR HONGKONG AND CHINA.

Hongkong, February 5, 1897. 249

W. POWELL & Co.

For RACING COLOURS,
RACING COLOURS,
RACING COLOURS.

W. POWELL & Co.

Hongkong, February 6, 1897. 256

THE

HONGKONG HOTEL.

Most Central.
Most Convenient.
Most Comfortable.

1282

L. MARTEL & Co.,

WINE AND SPIRIT MERCHANTS AND COMMISSION AGENTS,
24, *QUEEN'S ROAD.*

CHABLIS.
POMMARD.
CHAMBERTIN.

BREAKFAST and After DINNER WINES, Red and White.
All our WINES are guaranteed pure and unadulterated.
Price List on Application.

1882

DICK'S (LATE HANNAY'S).

PATENT COMPOSITION.

The Cunard Steamer "LUCANIA," which holds the record for quickest passages across the Atlantic is coated with this Composition.

Also in Use by the EMPRESS Line of Steamers.

HARRY WICKING & Co., Sole Agents in Hongkong.

2053

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA.*

SOLE EASTERN AGENTS FOR:



ALUMINIUM & GENERAL FOUNDRY SYN. LTD., NEW WIRE WOVE ROOFING Co.
SNOWDON SON'S & Co., 'SNOWDRIFT,' GEIPEL'S STEAM TRAP.
BERGER & SONS' LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS' STEEL GOODS.
W. WILSON CORBETT, (SATURN AND SCANDINAVIA BELTING).

Bell's Asbestos Metallic 'Dagger' Packing has been in constant use for 10 Months without Renewal,
by H.M.S. *Empress of Japan.*

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

W. JACKSON, *Manager.*

24

THE HONGKONG BUTCHERY.

THIS WELL KNOWN ESTABLISHMENT
RE-OPENED!
RE-OPENED!
RE-OPENED!

ON FRIDAY, the 15th JANUARY, for the Transaction of Business as heretofore under
ENTIRELY
NEW
MANAGEMENT.

In making this announcement the Undersigned respectfully INVITES INSPECTION of his Premises, and, while expressing gratitude for past favours, respectfully solicits the continuance of Patronage.

For THE HONGKONG BUTCHERY Co.,
Per C. CAMPBELL.

Hongkong, January 15, 1897. 65

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON, &c.	*Mirzapore* *	J. F. JEPHSON	Noon, 11th Feb.
JAPAN	*Ancona*	W. D. MUDIE	Noon, 12th Feb.
LONDON	*Canton*	A. G. CUBITT, R.N.R.	About 6th March.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, H. A. RITCHIE, *Superintendent.*

Hongkong, February 8, 1897. 200

W. BREWER & Co.

SOME SPECIAL NEW BOOKS.
HAZELL'S ANNUAL, 1897.
WHITAKER'S ALMANACK, 1897.
The Grey Man, by Crockett ... ... } $1.20 Each.
The Seven Seas, by Kipling ... ... }
Taquisara, by Marion Crawford ... }
Rodney Stone, by Conan Doyle ... }
Doctor Nikola, by Boothby ... ... }
Sealskin Cloak, by Boldrewood ... }
In and beyond the Himalayas, by S. J. Stone ... ...$ 9.00
Stories of Everyday Life in Modern China, by Watters ... ...$ 2.00
Fifty years' Reminiscences in India, by Pollock 3.50
Life of Brian Houghton Hodgson, by Sir W. W. Hunter... ... ... 8.00
With the Jungle Folk, by E. D. Cuming 5.00
A Book of Sauces, by Pownall... ... 2.00

W. BREWER & Co.,
Queen's Road, Under Hongkong Hotel.

204

CHOICE AUSTRALIAN WINES

FROM THE
CELEBRATED COOLALTA VINEYARDS,
NEW SOUTH WALES.

Analysed by the New South Wales Government and found PERFECTLY PURE, SOUND AND THOROUGHLY FERMENTED WINES.

HOCK. CHABLIS. 1884 BURGUNDY.

Samples may be had FREE on application to
W. O. CAMPBELL, HONGKONG HOTEL.

Hongkong, February 9, 1897.

Vinolia Soap

Don't use Boiled Soap for the Toilet.

"VINOLIA" IS A REFINED SOAP.
It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS and CAKES.
VINOLIA CREAM (For Itching, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 13th day of February Next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Account to 31st December, 1896.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, January 27, 1897. 199

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 30th January Current, to SATURDAY, the 13th day of February Next, (both days inclusive), during which Period no Transfer of SHARES can be REGISTERED.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, January 27, 1897. 199

Business Notices.

CHANGEABLE WEATHER

throws the human machinery out of gear. It relaxes the system and renders it more susceptible to attacks of Diphtheria, Influenza, Colds, and other prevalent ailments.

If YOU COUGH
TAKE
WATKINS' BALSAMIC LINCTUS

Which act, by Inhalation and Absorption, directly upon the Respiratory Organs, the Larynx, Bronchia, Lungs, &c.

Invaluable as a Remedy for Coughs, Colds, Bronchitis, Laryngitis, Hoarseness, Catarrh, Asthma, &c.

THE EFFECT IS INSTANTANEOUS.

MORE EFFICACIOUS AND CHEAPER
than other Medicines for Throat and Chest Affections.

WATKINS & Co.,
APOTHECARIES' HALL, 65, Queen's Road Central.

130

Green Island Cement Company Limited.

MANUFACTURERS OF



DRAIN-PIPES

FIRECLAY



WORKS, { GREEN ISLAND, MACAO. DEEP WATER BAY, HONGKONG.

SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

Notice of Firm.

THE VICTORIA DISPENSARY.

NOTICE is hereby given that the Interest of DAKIN, CRUICKSHANK & Co., LIMITED, in the BUSINESS heretofore carried on by them at The VICTORIA DISPENSARY Ceased and determined on the 14TH INSTANT.

Outstanding Accounts of DAKIN, CRUICKSHANK & Co., LIMITED, before the 14TH INSTANT will be Paid by the Undersigned, who will also Collect and Receive all Accounts due to the said FIRM.

The BUSINESS will be Carried on in the future under the Style of 'THE VICTORIA DISPENSARY.'

For 'THE VICTORIA DISPENSARY,'
J. R. CAPELL,
Manager.

Hongkong, January 30, 1897. 215

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Twenty-Eighth ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on MONDAY, the 15th February, at Twelve o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th Idem, both days inclusive.

By Order,
GEO. L. TOMLIN,
Acting Secretary.

Hongkong, January 25, 1897. 170

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE Tenth Ordinary Annual MEETING of SHAREHOLDERS in the above COMPANY will be held at the Company's OFFICE, No. 4, Praya Central, at 12 o'clock (Noon) on TUESDAY, the 23rd February, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 31st December, 1896.

The Transfer BOOKS of the Company will be CLOSED from the 15th to the 23rd February, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, February 9, 1897. 278

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-eighth Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Fedder's Street, on FRIDAY, the 26th day of February, 1897, at 12.30 of the Clock in the Afternoon, to receive a Statement of Accounts to 31st December, 1896, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers,
HONGKONG FIRE INSURANCE Co., LD.

Hongkong, January 30, 1897. 213

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 9, 1896. 628

Intimations.

STEAM LAUNCH FOR SALE.

TENDERS will be received at This OFFICE up to Noon, on MONDAY, the 22nd Instant, for the Purchase of the WAR DEPARTMENT STEAM LAUNCH *Tommy Atkins*, with Engines, Boilers, and Stores complete, as she lies on the COSMOPOLITAN DOCK Slipway, where she may be inspected any day between 9 a.m. and 5 p.m.

TENDERS must be made on Forms which, together with any further information required, can be obtained on application at this OFFICE.

HEADQUARTER OFFICE B.
Commissariat Buildings.

9th February, 1897. 281

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of SHAREHOLDERS will be held at the OFFICES of the Company, No. 14, Praya Central, on MONDAY, the 22nd February, 1897, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1896, and of approving by resolution of the proposed purchase of HUNG-HAM Inland Lots Nos. 171 and 172 and of the proposed extensions to Kowloon Marine Lot No. 27 and to Hung-ham Marine Lot No. 1 on terms to be stated.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, February 1, 1897. 227

KELLY & WALSH, LTD.

Black's General Atlas of the World—New Edition $30.00
Philip's Systematic Atlas—Physical and Political 10.00
Johnston's World Wide Atlas of Modern Geography, Political and Physical 4.00
Johnston's Unrivalled Atlas 2.00
Johnston's School Atlas 0.60
Collins' School Atlas 0.60
Johnston's Multum in Parvo Pocket Atlas 1.50
Merchant Shippers and Ocean Traveller's Atlas 16.00

THE EVERYBODY SERIES OF BOOKS
PRICE 30 CENTS EACH.

Everybody's Guide to Public Speaking.
" Book of Epitaphs.
" Book of Jokes.
" Book of Correct Conduct.
" Medical Guide.
" Letter Writer.
" Cookery & Household Guide.

KELLY & WALSH, LIMITED.

Hongkong, January 30, 1897. 217

JAPANESE
FINE ART CURIOS.

KUHN & KOMOR,

21 & 23, Queen's Road, Hongkong;
35, Water Street, Yokohama; and
86, Division Street, Kobe.

AMERICAN SYSTEM
OF
DENTISTRY.
AT
62, *QUEEN'S ROAD CENTRAL.*
CHADWICK KEW.
(LATE OF POLEN & NOBLE.)

Hongkong, December 10, 1896. 2158

Entertainments.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL GIVE PERFORMANCES OF

'Les Cloches de Corneville'

on the following dates:—

Monday, 15th February, 1897.
Saturday, 20th February, 1897.
Monday, 22nd February, 1897.
Wednesday, 24th February, 1897.
Saturday, 27th February, 1897.
Tuesday, 2nd March, 1897.

Doors open each Night at 8.30 p.m.
Performance at 9 p.m., precisely.

PRICES, $3, $2 and $1.

Half-price to Soldiers, Sailors, and Police in uniform.

Late Trams will run ½ hour after the fall of the Curtain.

The Booking Office at the Theatre Royal will be open on and after

WEDNESDAY, 10th February.

From 10 a.m. to 4 p.m. daily.

E. W. MITCHELL,
Hon. Secretary.
Hongkong, February 4, 1897. 238

Auctions.

PUBLIC AUCTION
OF
OLD CHINESE PORCELAIN AND CURIOS.

THE Undersigned will offer for Sale by Public Auction, on

SATURDAY,

the 13th February, 1897, commencing at 2.30 p.m.,—at his Sales Rooms, Duddell Street,

(from the well-known SUI HING LOONG CURIO-SHOP, PEKING),

A FINE COLLECTION OF
OLD CHINESE PORCELAIN,
Comprising :—

SPECIMENS FROM the MING DYNASTY, the REIGNS of KANGHI, YUNG CHING, KIEN-LUNG, KAHING, &c., SUCH as VASES, JARS, CUPS, BOWLS, PLATES, DISHES, PLAQUES, ORNAMENTS, &c.

OLD PEKING CLOISONNE, OLD BRONZES.

PEKING SNUFF BOTTLES, CARVINGS, SCREENS, and OTHER CURIOS, &c.

SILK EMBROIDERIES.

Catalogues will be issued prior to Sale.

On view from *Friday*, the 12th February.

TERMS of SALE :—As Customary.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, February 9, 1897. 279

Intimations.

FOR SALE.

OLD HIGHLAND WHISKY,
IN SQUARE BOTTLES,
(very fine quality)

JOHN WALKER & SONS, KILMARNOCK.

HIGHEST EXHIBITION AWARDS.
Sydney, 1880.—Melbourne, 1881.
Paris, 1882.—Adelaide, 1887.
Dunedin, 1890.—Jamaica, 1891.
Kimberley, 1892.

$12 per case of 1 dozen bottles.
Apply to
G. G. ANDERSON,
Sole Agent, 13, Praya Central.
Hongkong, January 11, 1897. 72

Kinghorn & Macdonald,
Consulting Mechanical Engineers and Surveyors,
CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.

New Work and Repairs supervised. Surveys undertaken and Reports prepared.

Telegrams, "KINGHORN," Hongkong.
Telephone, No. 141.
Postal Address, 17 Praya Central.
JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.-E., London.
DONALD MACDONALD.
Hongkong, November 5, 1896. 2233

J. AREVALO,
MANILA DENTIST,
No. 3, Ripon Terrace,
OF MODERN AMERICAN SCHOOL AND APPARATUS.

DOES all sort of ARTIFICIAL TEETH and Fillings.

CURES DISEASES OF THE MOUTH AND BAD TEETH.

Patients will be attended at their own house if desired from 9 a.m. to 2 p.m.
OFFICE HOURS from 3 p.m. to 5 p.m.
No. 3, Ripon Terrace.
Hongkong, February 1, 1897. 220

To-day's Advertisements.

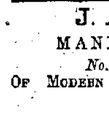
LOST.

A WOOLLEN TABLECLOTH (EMBROIDERED). A Reward will be paid if returned to 'A. B.', *China Mail* Office.
Hongkong, February 10, 1897. 292

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 16th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.
Hongkong, February 10, 1897. 291

FOR SAN FRANCISCO.



The American Barque *Coloma*, NOYES, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, February 10, 1897. 294

To-day's Advertisements.



STILL TRIUMPHANT
WILLISON'S CIRCUS.
EVERY EVENING—MATINEES
WEDNESDAY & SATURDAY at 4 p.m.
Doors open an hour Earlier
PROMINENT FEATURES TO-NIGHT
LA PETITE ADELE'S
Serpentine Dance.
HARRY DIXON'S CHALLENGE JUGGLING ACT.
THE JAPANESE
in their wonderful feat—Catching a musket Ball which has been fired off by one of the audience, a truly Startling Act.
FOR THE FIRST TIME,
the American Riding Machine, illustrating how little Children are taught to Ride in the Circus.

THURSDAY.
Conclusion of the Great BOXING CONTEST.
$50 CASH PURSES $50

FRIDAY
SECOND FASHIONABLE NIGHT.
First appearance of F. L. Y. Martyn, the People's Popular Philosopher.

SATURDAY, February 13th.
2—*PERFORMANCES*—2
at 4 p.m. and 9 p.m.

Next week the Great INTERNATIONAL TUG-OF-WAR.
$200 CASH PRIZES $200
BERT WILLISON.
Hongkong, February 10, 1897. 287

WANTED.

100 MEN of all Nationalities to Compete in the
GRAND INTERNATIONAL
TUG OF WAR,
$200 CASH PRIZES $200
Apply any Evening.
BERT WILLISON,
Great World Circus.
Hongkong, February 10, 1897. 286

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE.

THE Eleventh Ordinary Annual General MEETING of SHAREHOLDERS of the above Company will be held at the Registered OFFICES of the Company, 38 and 40, Queen's Road Central, on MONDAY, the 22nd Instant, at Noon, for the purpose of receiving the Report of the Governing Directors, together with a Statement of Accounts for the year ending 31st December, 1896.

The Transfer BOOKS of the Company will be CLOSED from the 17th to the 24th Instant, both days inclusive.

By Order,
HART BUCK,
Secretary.
Hongkong, February 10, 1897. 285

COMPAGNIE DES MESSAGERIES MARITIMES.

THE COMPANY'S STEAMERS hitherto Calling at BOMBAY on their way Home will CEASE Calling there until further Notice.

G. DE CHAMPEAUX,
Agent.
Hongkong, February 10, 1897. 284

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).



The Co.'s Steamship *Sunghiang*, Captain C. B. N. DODD, will be despatched as above on FRIDAY, the 12th Instant, at 4 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 10, 1897. 289

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).



The Co.'s Steamship *Zafiro*, Captain CORBAN, will be despatched for the above Port on SATURDAY, the 13th Instant, at 4 p.m.
This Steamer has superior Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, February 10, 1897. 293

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, *VIA* STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)



The Co.'s Steamship *Ningchow*, GEO. CASTLE, Com'der, will be despatched as above on or about the 8th March, 1897.
For Freight, etc., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, February 10, 1897. 289

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports	Chingtu (s)	Butterfield & Swire	Feb. 16, at 3 p.m.
Australian Ports	Omi Maru (s)	Nippon Yusen Kaisha	Feb. 16, at 4 p.m.
Bremen & Ports of Call	Preussen (s)	Norddeutscher Lloyd	Mar. 2, at 9 a.m.
Japan	Ancona (s)	P. & O. S. N. Co.	Feb. 12, at noon.
Kobé	Taiyuan (s)	Butterfield & Swire	Feb. 18, at noon.
Kobé and Yokohama	Hiroshima Maru (s)	Nippon Yusen Kaisha	Feb. 11, at noon.
London	Canton (s)	P. & O. S. N. Co.	About March 6.
London, v. Ports of Call	Strathtay (s)	Nippon Yusen Kaisha	Feb. 12, noon.
London, v. Ports of Call	Mirzapore (s)	P. & O. S. N. Co.	Feb. 11, at noon.
London, v. Ports of Call	Ningchow (s)	Holliday, Wise & Co.	About March 6.
London, v. Suez Canal	Priam (s)	Butterfield & Swire	February 13.
Manila	Sungkiang (s)	Butterfield & Swire	Feb. 12, at 4 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Feb. 13, at 4 p.m.
M'lles, Havre & L'don	Adour (s)	Messageries Maritimes	February 13.
Marseilles v. Saigon	Natal (s)	Messageries Maritimes	Feb. 17, noon.
Nagasaki, Kobe & Y'ma	Tokio Maru (s)	Nippon Yusen Kaisha	Feb. 12, at noon.
New York, v. Suez Cana	Port Adelaide (s)	Dodwell, Carlill & Co.	About Feb. 12.
S. Francisco, v. Japa	Peru (s)	Pacific Mail S. S. Co.	Feb. 13, at noon.
S. Francisco, v. Japan	Coptic (s)	O. & O. S. S. Co.	Feb. 24, daylight.
San Francisco	Falls of Dee	Shewan, Tomes & Co.	Quick despatch.
San Francisco	Sumbawa	Shewan, Tomes & Co.	Quick despatch.
San Francisco	Coloma	Shewan, Tomes & Co.	Quick despatch.
Shanghai	Nanyang (s)	Siemssen & Co.	Feb. 11, at 4 p.m.
Shanghai	Preussen (s)	Norddeutscher Lloyd	About Feb. 14.
S'pore, B'vias S'ang, S'ya	Unsang (s)	Jardine, Matheson & Co	Feb. 12, at 4 p.m.
S'pore, Col'bo & B'bay	Miike Maru (s)	Nippon Yusen Kaisha	Feb. 17, at noon.
S'pore, P'nang & B'bay	Medusa (s)	Sander & Co.	February 11.
S'pore, Penang & C'tta	Chelydra (s)	Jardine, Matheson & Co	Feb. 12, at 3 p.m.
Swatow, Amoy & T'sui	Haimun (s)	Douglas Lapraik & Co.	Feb. 11, daylight.
Tacoma (Wash.), &c.	Braemar (s)	Dodwell, Carlill & Co.	Feb. 18, at noon.
Tientsin	Kweiyang (s)	Butterfield & Swire	February 18.
Vancouver (B.C.), &	Empress of India (s)	Canadian P'fic R. Co.	Feb. 17, at noon.
Victoria (B.C.), &c.	Monmouthshire (s)	Shewan, Tomes & Co.	February 13.
Y'ma, Kobé & Nagasaki	Hohenzollern (s)	Norddeutscher Lloyd	About Feb. 12.

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.



The Co.'s Steamship *Taiyuan*, Capt. R. NELSON, will be despatched as above on THURSDAY, the 18th Instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 10, 1897. 290

SHIPPING.

ARRIVALS.

February 9 :—

Hanoi, French str., 800, Guard, Haiphong Feb. 7, and Hoihow 8, General.—A. R. MARTY.

February 10 :—

Kaiser, German flagship, from a cruise.

Irene, German cruiser, from a cruise.

Ancona, German cruiser, from a cruise.

Prinzess Wilhelm, German cruiser, from a cruise.

Sendai Maru, Japanese str., 1,084, Olsen, Moji February 3, Coal.—NIPPON YUSEN KAISHA.

Strathtay, British str., 2,678, McKenzie, Kobe Feb. 2, General.—NIPPON YUSEN KAISHA.

DEPARTURES.

February 10 :—

Peijang, for Kobe.
Wuotan, for Saigon.
Deucalion, for Kudat.
Esmeralda, for Manila.
Maria Rickmers, for Shanghai.
Fort Stuart, for Manila.
Taichiow, for Bangkok.
Porpoise, British cruiser, for a cruise.
Wuhu, for Shanghai.
Lyeemoon, for Shanghai.

CLEARED.

Sebastian Bach, for Mantung.
Haimun, for Swatow.
Hikosan Maru, for Kutchinotzu.
Nord, for Amoy.

PASSENGERS.

ARRIVED.

Per *Hanoi*, from Haiphong, Mr Debanann, Mr and Mrs Sacayaus and children, and 10 Chinese.

DEPARTED.

Per *Deucalion*, for Sandakan, Messrs Hamerly and Elton.

Per *Esmeralda*, for Manila, Mr and Mrs Brown and servant.

Per *Lyeemoon*, for Shanghai, Messrs Johnsford, and Dewar.

Per *Wuhu*, for Shanghai, 1 European.

Per *Rohilla*, for Shanghai :—from Hongkong, Mr F. X. Gutierrez, General Grodekoff, Mr. J. Saunders; from London, Miss Davies, Miss Power, Miss Reid, Miss Harman, Dr M. Harman, Miss Massey, Rev. and Mr Collins and 2 infants, Miss Darley, Miss Johnson, Miss Vulliany, Miss Codrington, Miss Jackson, Mr F. Shaw, Mr Heap, Mr A. Brown, Miss Brown, Rev. E. P. Robinson, and Mr Carns; from Brindisi, Mr and Mrs Morrison, Mr Dinklaye, and Mr Tienos; from Bombay, Mr Miller; from Singapore, Mr Toderbeira, and Mr Elvey.

TO DEPART.

Per *Mirzapore*, from Hongkong: for Penang, Mr and Mrs W. D. Graham; for Bombay, Mr R. Verseybhoy; for Brindisi, Messrs Fiennes and Streatfield; for London, Mr and Mrs W. H. Whiting and 6 children, Miss Fisher, Messrs Goodwin, Wm. Mardon, W. Wood, H. Goddard, L. Lelliott, T. Nekrews, G. Morey, C. Duke, and P. Boswell. From Shanghai: for Colombo, Miss Dickenson; for London, Mr and Mrs E. O. Williams and 3 children, Miss Sherwood, Master Coultas, Mr C. E. Cooper, and Mr H. Lazarus. For London: from Yokohama, Mr and Mrs Jackson, Miss Strome, and Mr H. Russell; from Kobe, Mr Oberkobler. From Hongkong: for Singapore, Mr Y. Sato; for Bombay, Mr F. de Menezes; for London, Messrs Schulte, S. E. Whitnall, and S. Peer Groves.

Per *Haimun*, for Swatow, 100 Chinese.

Per *Hikosan Maru*, for Kutchinotzu, 8 Japanese.

Per *Nord*, for Amoy, 12 Chinese.

SHIPPING REPORTS.

The French steamer *Hanoi* reports: In Gulf of Tonquin, N.E. wind, clear. Hainan Straits, fog; thence strong N.E. wind.

EXPORT CARGOES.

Per s.s. *Rosetta*, sailed 28th January :—For Manchester, 100 bales Waste Silk; for London and/or Manchester, 1 case Floss Silk; for London, 15 cases Silk Piece Goods, 291 rolls Mats and Matting; for Gibraltar, 6 cases Chinaware; for France, 723 bales Raw Silk, 35 cases Silk Piece Goods, 2 cases Chinaware, and 5 packages Rattancore.

Per s.s. *Sydney*, sailed 3rd February :—For France, 146 bales Raw Silk, 4 cases Silk Piece Goods, 36 cases Essential Oil, 3 cases Fans, 800 packages Tea and 2 packages Matting.

POST OFFICE NOTICES.

MAILS will close :—

For BANGKOK.—
Per *Phrenarg*, at 3.30 a.m., on Thursday, the 11th February.

For SWATOW & BANGKOK.—
Per *Wong-koi*, at 9.30 a.m., on Thursday, the 11th February.

For KOBE & YOKOHAMA.—
Per *Hiroshima Maru*, at 10.30 a.m., on Thursday, the 11th February.

For TAKAO.—
Per *Macduff*, at 3.30 p.m., on Thursday, the 11th February.

For SHANGHAI.—
Per *Nanyang*, at 3.30 p.m., on Thursday, the 11th February.
Per *Fushun*, at 4 p.m., on Thursday, the 11th February.

For NAGASAKI, KOBE & YOKOHAMA,
Per *Ancona*, at 11.30 a.m., on Friday, the 12th February.
Per *Tokyo Maru*, at 11.30 a.m., on Friday, the 12th February.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Chelydra*, at 2 p.m., on Friday, the 12th February.

For SWATOW & SHANGHAI.—
Per *Wosang*, at 2.30 p.m., on Friday, the 12th February.

For SINGAPORE, BATAVIA, SAMARANG & SOURABAYA.—
Per *Unsang*, at 3.30 p.m., on Friday, the 12th February.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Mirzapore* will be despatched on THURSDAY, the 11th Feb., with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.
The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office, will be closed at 5 the day before.
8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.
11.00 A.M.—Mail closes.
☞ LATE LETTERS may be posted (from 11.10 A.M.) *with* 10 *cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

Hongkong Tides.

The Tide table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

11th to 17th February.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
Thur.	11	No inferior	high-water.	nor low-water.	
Fri.	12	No inferior	high-water.	nor low-water.	
Sat.	13	No inferior	high-water.	nor low-water.	
Sun.	14	No inferior	high-water.	nor low-water.	
Mon.	15	m 9 36	5 9	m 2 34	0 4
		9 58 a	5 3	0 51 a	1 8
Tues.	16	m 9 40	5 0	m 3 4	1 7
		6 15 a	5 7	1 46 a	1 1
Wed.	17	m 9 50	4 4	m 3 35	1 8
		9 3 a	5 8	2 35 a	0 7

Quotations.

HONGKONG, February 10, 1897.

OPIUM—New Patna, cash,	...	697
,, Old ,, cash,		702
,, New Benares, cash,		697
,, Old ,, cash,	...	—
,, New Malwa, credit,		760
Allowance, Taels,	...	12/20
,, Old Malwa, credit,		780/780
Allowance, Taels,	...	8/24
,, Persian, Oily, cash,		—
Allowance, Taels,	...	—
,, Persian, Paper tied		600/700
Allowance, Taels,	...	32/64

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, February 10, 1897.

BAROMETER—	9 A.M. ...	30.15
Do.	1 P.M. ...	30.11
Do.	4 P.M. ...	30.10
THERMOMETER—	9 A.M. ...	51
Do.	1 P.M. ...	51
Do.	4 P.M. ...	50
Do.	(Wet bulb) 9 A.M.	49
Do.	Do. 1 P.M.	47
Do.	Do. 4 P.M.	46
Do. Maximum		51
Do. Minimum overnight		40

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Haimun* leaves for S'tow, &c.

Noon.—English Mail Steamer leaves for Ports of Call and Europe.

Noon.—*Hiroshima Maru* leaves for Kobe, &c.

4 p.m.—*Nanyang* leaves for Shanghai.

Amusements.

4 p.m. / 9 p.m. } Willison's World Circus and Trained Animal Exhibition, on the Reclamation Ground, back of the City Hall.

Miscellaneous.

Goods per *Java* not cleared after 4 p.m. subject to rent.

General Memoranda.

FRIDAY, February 12 :—
Goods per *Pingsuey* undelivered after this date subject to rent.

SATURDAY, February 13 :—
Noon.—Meeting of the Hongkong and Shanghai Banking Corporation, at the City Hall.
2.30 p.m.—Auction of Old Chinese Porcelain, and Curios, &c., at Mr Geo. P. Lammert's.
Transfer Books of The Hongkong Fire Insurance Co., Ld., from this date to 26th February, both days inclusive.
Goods per *Maria Rickmers* undelivered after this date subject to rent.

SUNDAY, February 14 :—
Goods per *Rohilla* not cleared after 4 p.m. subject to rent.

MONDAY, February 15 :—
Noon.—Meeting of Shareholders of the China Fire Insurance Company, Ld., at the Company's Office No. 3, Queen's Road Central.
9 p.m.—A. D. C. Performance of 'Les Cloches de Corneville' at City Hall.
Transfer Books of The Hongkong and Kowloon Wharf and Godown Co., Ld., from this date to 23rd Feb., both days inclusive.

TUESDAY, February 16 :—
9 p.m.—Meeting of Perseverance Lodge.

Exchange

HONGKONG, February 10, 1897.

On London—	
Bank, Wire, ...	2/1½
,, On demand, ...	2/1 5/16
,, 30 days' sight, ...	2/1 9/16
,, 4 months' sight, ...	2/1 7/16
Credits, 4 ,, ,, ...	2/1 5/16
Documentary, 4 months' sights, ...	2/1 3/16
On Paris—	
On demand, ...	2.63
Credits, 4 months' sight, ...	2.70
On Berlin—Demand, ...	2.15
On New York—	
On demand, ...	51½
Credits, 60 days' sight, ...	52¾
On Bombay—	
Wire, ...	163½
On demand, ...	164
On Calcutta—	
Wire, ...	165½
On demand, ...	164
On Shanghai—	
On demand, ...	72⅜
30 days' sight, (private paper) ...	73
Gold Leaf, 100 fine, (per tael)...	$48.50
Sovereigns (Bank's buying rate)	$ 9.34
Silver (per oz.)	29¾d.



A. S. WATSON & Co., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

Aerated Waters.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock :—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, July 4, 1896. 1887

☞ *The publication of this issue commenced at 7.05 p.m.*

The China Mail.

HONGKONG, WEDNESDAY, FEBRUARY 10, 1897.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.
(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND :—*Tellus*, *Kirkdale*, 29th; *Obi*, *Sikh*, Jan. 5th; *Templar*, 8th; *Dardanus*, *Irene*, 19th; *Ixion*, *Ayr*, *Candia*, 22nd; *Agamemnon*, *Melbourne*, *Oolong*, *Dieke Rickmers*, *Normandie*, 26th; *Bayern*, *Melpomene*, *Keelong*, *St. Andrews*, 29th; *Aglaia*, *Ernest Simons*, *Cyrus*, *Dordogne*, *Glaucus*, Feb. 2nd; *Ceylon*, *Kanagawa*, 5th; *Glenavon*, *Menelaus*, *Helene Rickmers*, 9th.

HOMEWARD BOUND :—*Japan*, Jan. 5th; *Claverhill*, 8th Jan.; *Aden*, Jan. 12th; *Thekla*, 19th; *Gisela*, 22nd; *Benledi*, *Radnorshire*, 26th *Oceana*, 29th; *Yarra*, *Cassius*, Feb. 2nd; *Achilles*, *Hector*, *Kagoshima*, 5th; *Glengarry*, 9th.

Mails.

The Imp. Ger. Mail s. s. *Preussen*, with the GERMAN MAIL of 14th Jan., left Singapore on Sunday, the 7th Feb., at 10 a.m., and may be expected here on or about Thursday, the 11th Feb.

The O. & O. s. s. *Coptic*, with the AMERICAN MAIL of 16th Jan., left Yokohama on Friday, the 5th Feb., at daylight, and may be expected here on or about Saturday, the 13th Feb.

The C. P. R. s. s. *Empress of Japan* left Vancouver B.C., for Hongkong via Yokohama, on Monday, the 1st Feb.

The O. & O. s. s. *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 2nd Feb.

The P. M. s. s. *City of Rio de Janeiro*, with the AMERICAN MAIL of the 23rd Jan., left Yokohama, on Wednesday, the 10th Feb., at daylight, and may be expected here on or about Thursday, the 18th Feb.

Steamers Expected.

The N. P. S. Co.'s s. s. *Braemar* arrived at Yokohama and left from that port for Hongkong on the 31st Jan.

The Austrian Lloyd's s. s. *Medusa* left Kobe for this port on the morning of Feb. 5.

The P. & O. s. s. *Bombay* left Singapore for this port on the 5th Feb. at 3 p.m.

The s. s. *Lightning*, from Calcutta, left Singapore for this port on the afternoon of Feb. 5.

The Ben Line str. *Benvenue*, from Antwerp and London, left Singapore on the 5th Feb. for this port.

The C. M. Co.'s str. *Oolong*, from Glasgow and Liverpool, passed the Canal on the 26th Jan., and may be considered due at Singapore on or about the 13th Feb.

The C. M. Co.'s str. *Ningchow*, from Liverpool and Newport, left Singapore for this port on the morning of the 9th Feb., and may be expected here on or about the 15th Feb.

The P. & O. s. s. *Hydaspes* left Bombay for this port on the 31st Jan.

The N. G. L. *Letimbro* left Bombay on the 8th Feb., and may be expected here on or about the 23th Feb.

The N. P. s. s. *Tacoma* left Tacoma on the 30th Jan. for this port via Japan.

The N. P. s. s. *Victoria* left Tacoma on the 9th February for this port via usual ports of call.

Latest Advices.

The N. Y. K. s.s. *Omi Maru* left Nagasaki for this port on the morning of 10th Feb., and is expected to arrive here on the 14th Feb.

WILLISON'S Circus is advertising for a hundred men of all nationalities to compete in an International Tug-of-War. Entries should be sent in at once.

THE local agent of the Messageries Maritimes Co. informs us that, until further notice, the Company's steamers hitherto calling at Bombay on their way home will cease calling there.

As a general rule, a duel between Frenchmen is scarcely worth chronicling, but when one of them is wounded it is a different story. On the 4th of January, M. Tournié, chancelier de résidence, at Pnompenh, and M. Nerly, a militia officer, fought a duel with swords. At the first encounter, the soldier was wounded on the right arm, and honour was satisfied.

GENERAL Bichot, the new commander-in-chief of the French forces in Tonkin, travelled to the frontier at Langson, on the 1st inst., to hold an interview with Marshal Sou, the Chinese commander-in-chief in that region, but Sou was not, and our Tonkinese contemporaries consider his abstention significant. Considering that Sou was fêted and dined and wined when he crossed into French territory a few months ago, and was made as much of as Li Hung-Chang in Europe, it is not astonishing that the Frenchmen should think Sou guilty of a lack of courtesy, to call it by the mildest term. Upon his arrival at Dong-dang, General Bichot sent over notice to his Chinese brother-in-arms, and, officially, invited Sou to come over and have dejeuner. Instead of accepting the invitation, Sou sent an emissary with his card, inviting Bichot to go over to Nam-quan and have a good square feed *à la* chin-stick. Bichot, naturally, felt insulted, and, ignoring Marshal Sou's kind invitation, set out at once for Langson. It is rough on old Bichot, but his *colère* is not likely to affect the Celestial Sou to any appreciable extent. He will probably leave Bichot to stew in his own juice. It will be interesting to see how Sou is entertained when he next visits our French friends in Tonkin.

VESSELS AT THE DOCKS:—At *Kowloon*—Lakin, Altmore, Cosmopolit, Independent, Coloma, Amoy, Tamarind, H.I.R.M.S. Rurik.

Cosmopolitan—Nanchang, Taiyuan.

Aberdeen.—Toyo Maru.

PATENT Music boxes, Violins (fine models), Mandolines, and Strings of all kinds.—W. Robinson & Co.

FOR the first time, says *Le Courrier d'Haiphong*, a marriage has been celebrated at Langson—a civilised marriage, that is to say—the contracting parties being a Frenchman in the Postal and Telegraph Service and a young lady from France.

A GAOL-BIRD who was released from prison yesterday morning at eight o'clock, was brought back to the charge room at half-past nine on a charge of stealing two pounds of bacon from Mr Kuttonjee's store, D'Aguilar Street. At the Magistracy to-day, he was sent to prison for another term of forty-eight days' hard labour.

THE Band of the West Yorkshire Regiment will play the following programme at the Regimental Sports at the Happy Valley to-morrow :—

March	'Hypatia'	*Ingham.*
Overture	'Der Koenigslieutenant'	*Zell.*
Piccolo Duet	'Nightingale and Blackbird'	*Kling.*
Selection	'Boccaccio'	*Suppe.*
Polka	'Now and Then'	*Coote.*
Fantasia	'Souvenir de Espana'	*W. C. Bentley.*
Valse	'Estudiantina'	*Waldteufel.*
Reminiscences of England		*F. Godfrey.*
God Save the Queen.		

Wm. Geo. Bentley, A.R.C.M., Bandmaster.

THE Hongkong Colts Football team will play a *Centurion* team, under Association Rules, at the Happy Valley to-morrow afternoon. Kick-off at 4.45 p.m. The following will represent the Colts:—*Forwards*, L. A. Rose, T. Yule, R. Henderson, P. Hyndman, H. A. Seth; *Halves*, F. H. Kew, N. A. Gonsalves, J. M. de Carvalho; *Backs*, W. A. Stopani, L. E. Brett; *Goal*, R. F. Lammert.

We have received from the publishers, Messrs Kelly and Walsh, a copy of an excellent series of large-plate views of 'Kulang-su: or the Drum Wave Island,' where the Europeans carrying on business at Amoy have their residences. The pictures are clearly printed, and give a good idea of residential Amoy and its Chinese surroundings. The explanatory letterpress is by George Uvedale Price. Messrs Kelly and Walsh deserve to be congratulated upon adding this to their large collection of books on China and the Far East generally.

THE Sanitary Board meets to-morrow at 4.15 p.m. *Agenda* of business :—1. A return showing the progress of Bubonic Plague at Bombay; 2. A letter from the Colonial Secretary concerning the imposition of Quarantine at Calcutta; 3. Report by the Medical Officer of Health regarding cases of Small-pox which have occurred amongst the circus troupe; 4. An application to be placed on list of Contractors who are capable of carrying out drainage works; 5. Mortality Returns for the weeks ended the 30th January and 6th February, 1897, respectively; 6. One hundred and ninety-four applications for licences and renewal of licences to keep cattle and swine.

DR Yersin, it appears, did not go on to Bombay from Colombo after all. He returned to his serum factory at Nhatrang, and *Le Courrier d'Haiphong* of the 6th inst. says that he was to spend a fortnight there preparing a large quantity of serum which he proposes to take on to Bombay 'to put at the service of humanity.' *Le Courrier* very properly compliments the young French *savant* on the excellent work he is accomplishing, and expresses a hope that he will survive his perilous mission. We also hope Dr Yersin will be able to prove the value of his anti-toxin and that he will be the means of preserving many lives from the terrible pest.

WILLISON'S Circus continues to draw together good audiences each evening. The company has become organised after their misfortunes, and as a natural result the performance is of a more complete description. Many new attractions have been introduced, and the band has been augmented. Yesterday evening the complete printed programme, with the exception of a sensational aerial act by the De Vere Brothers, was carried out with unqualified success. A very clever eccentric dance of a French character was performed by Mdlle. Frederica and Mons. Salvino and Virot. The programme concluded with a very laughable sketch entitled Mons. and Madame Denny in their first riding lesson. Additional attractions are advertised for to-night including a boxing contest for a purse of silver.

WE would direct attention to the advertisement on our front page in regard to the Coolalta wines. Mr W. O. Campbell has come to Hongkong from this celebrated New South Wales wine district, and, as he is prepared to put these wines on the market here at Sydney prices, he hopes to be able to push the sale of wines of a purely Australian vintage. The samples he has brought with him are of very fine quality. The wine is of light alcoholic strength, of absolute purity, and, of course well matured. Where this firm, well known in Australia, France and England, hopes to compete with other wines on this market is in the well-matured quality of the wines they offer. No new wines are sent out for consumption. The burgundy is strongly recommended by Sydney doctors. The Coolalta dry wines, Hock, Chablis and Claret, are very suitable summer wines for Hongkong. They are light, clear, and have a bright appearance, there being absolutely no sediment in the bottles. All, including the Muscat, a good sound wine, have a delicate natural bouquet. The Government analyst of New South Wales certifies the purity of the wines, and the firm are willing to submit them to the chemist for analysis.

WE understand that the *Empress of India* will be released from quarantine to-morrow forenoon, after the vessel has been disinfected.

WHILE pauperism and its accompaniments of vice and crime are rampant in all the cities of the United Kingdom and Ireland, the total amount of contributions to foreign missions during 1895 by all sections of Christians in the British Isles, totalled, according to Canon Scott Robertson, £1,387,665 !

NEARLY a million sterling is to be spent in extending the dock accommodation at Antwerp. The Belgian Minister of Public Works has decided to extend the quays 3,000 feet to the south. The *Etoile Belge* says a channel 200 feet wide and 24 feet deep is to be constructed. The present works are only part of a scheme for a still greater extension of the port. During the last ten years the maritime traffic of that port has increased at the average rate of two million tons annually, which has resulted in considerable difficulty in accommodating vessels using the port.

The Shipping World wishes to enter a protest against the silly canard that has appeared to the effect that the underwater portions of the hull of the American-built *St. Paul* had to be re-riveted because the vibration of her engines had strained the hull, a statement carrying its absurdity on its face. The facts are shortly and simply these. The *St. Paul* strained several plates and rivets when she ran ashore opposite Long Branch, and the Clydebank men were sent for to remove and replace these plates and rivets. There is no ground for the statement that the engines strained the ship, or for the statement that the *St. Louis* is to be similarly treated.

WE notice that after all there is a chance of the new Russian flagship for the Pacific coming out a little earlier than seemed likely by last accounts. A Reuter's telegram from Cronstadt to London says that the Russian first-class cruiser *Rossia*, which ran on a sandbank at Cronstadt early in November, has just been refloated, after fifty-one days' incessant labour. The sea having since frozen over, steam ice-breakers were employed to open up a passage for the vessel. She will have to get a full overhaul of engines and boilers, as the prolonged stay on the sandbank can have done the machinery no good, while it is just possible that docking may reveal that the ship has been strained to some extent.

THE council of the National Rifle Association announce their decision as to the definition of the 'match rifle,' which will supersede the 'any rifle' in future Bisley meetings. The class is to include any breechloading rifle of a maximum weight of 10 lbs., including the magazine (if a magazine gun), and whether the magazine be detachable or not; maximum of length 52 inches, and of calibre, 0·315 inch: with 6 lbs. as minimum trigger pull. The stock must be sufficiently strong for service purposes, and be fitted with swivels for a sling. No pad or shoe for the heel-plate of the butt will be allowed. The sights may be of any description, except telescope and magnifying sights. Rifles of British make must bear proof marks on the barrel and the breech.

HYDROPHOBIA (as well as Anglophobia) is very prevalent at Hanoi, the capital of Tonquin, says the *Courrier d'Haiphong*. The authorities seek to stay the evil by proclamations warning the people to watch and muzzle their dogs, and keep them tied up. Persons bitten by mad dogs have to go all the way to Saigon to get cured. At Saigon, also, hydrophobia has made its appearance. In one day, alone, three policemen were bitten by a young dog before it was killed. The Municipality at once took preventive action by reviving an old regulation which directed the muzzling and tying-up of dogs. Several deaths from hydrophobia are reported from that city. Dogs swarm there in thousands, especially in the native quarters. Every vagrant dog there now meets with death, but the slaughter makes hardly any difference in their number, reinforced as they are from the suburbs.

FOR the homeward passenger season, 1897, the P. & O. Company have made arrangements with the French Railways whereby the Sleeping Car Company will, on the arrival of the P. & O. through steamer at Marseilles from Bombay, provide sleeping cars, for up to 60 passengers, fitted with every convenience for the journey, together with a restaurant car which will be timed to leave Marseilles according to the hour of the arrival of the packet. The cars will be of the same superior type as those running in the Brindisi Express, and have been arranged so as to ensure a comfortable transit across France, the cost to each passenger being £2-15-0 in addition to first-class rail fare. By the substitution of the special express trains for the ordinary *rapides*, upon which passengers have hitherto had to rely, it will be possible for passengers to get from Marseilles to London in 23 hours. There will be luggage vans attached to the trains to admit of the conveyance of an ordinary amount of registered baggage for each passenger (56 lbs. being allowed free), and passengers can register their luggage through from Marseilles to London or to Paris.

IT has been said of man that he is a clubable being. Of woman, the converse. But imitativeness does wonders in educing development. The Cock-and-Hen Clubs so universal in small Eastern stations are having the effect of training women so far onwards and upwards that the sex is beginning to take to club ways as to the manner born. We read apropos of Mandalay:—We are doubtless going ahead in some respects. The bike has come, and not only that but the ladies have started whist. Can the emancipation of the sex go further. It is a touching and beautiful sight now-a-days which is presented to any one entering the Club at about 7-30 p.m. Rows of disconsolate husbands may be seen standing outside the room consecrated to the hitherto innocent gambols of the ladies, watching with expressions of dismay the crowded whist tables. Their dinners are getting cold, but what do their heartless wives care for that. They have turned the tables, the whist tables, on them and little they reck if their husbands curse on in the corners the matrons have left them. That quotation doesn't seem quite right somehow, but the season permits of folly.

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Workshops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

THE Blood is the source from which our systems are built up, and from which we derive our mental as well as our physical capabilities. If the blood is diseased the body is diseased. Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of any kind are solicited to give Clarke's world-famed Blood Mixture a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, Feb. 8.

GREAT BRITAIN AND EGYPT—M. HANOTAUX'S STATEMENT.

M. Hanotaux, speaking in the Chamber in reference to Sir Michael Hicks Beach's speech, said that the policy of France was best defined by the Franco-Russian protest, that it was undesirable to enter upon a parliamentary polemic as it was important at the present delicate juncture that nothing should imperil the concert of the Powers, which France was doing her utmost to maintain; nevertheless, France would never suffer the violation of a right founded on international treaties and pledges.

(*Le Courrier d'Haiphong*).

FRANCE AND ABYSSINIA.

Paris, Feb. 2.

M. Lagarde has ratified with Ras Makounen the commercial convention between France and Ethiopia.

Paris, Feb. 4.

Prince Henri d'Orleans has left for Abyssinia.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 10th at 11.20 a. The barometer has risen on the China Coast with high pressure covering Central China. The lowest pressure lies over S. E. Japan. Gradients rather steep in the N. part of the China Sea. Forecast:—fresh N. winds; dull, some drizzling rain.

INDIAN FAMINE RELIEF FUND.

HONGKONG SUBSCRIPTIONS.

The Honorary Treasurer of the Indian Famine Relief Fund begs to acknowledge receipt of the undernoted subscriptions:—

Already acknowledged,	$22,945
Holliday, Wise and Co.	500
Bradley and Co.	500
Meyer and Co.	500
H.K. and Whampoa Dock Co.	500
Union Insurance Soc. of Canton	500
China Traders' Insurance Co.	500
Wm. Meyerink and Co.	250
A Friend	250
A. Ross.	200
Ho Tung	200
H'Kong Daily Press	200
Lau Wai Chuen	150
H. H. Kirch & Co.	100
A. H. Rennie.	100
Mitsui Bishi Goshi Kwaisha	100
Stolterfoht & Hagen	100
A. P. Marty	100
J. W. Carrington	100
Hartigan, Stedman & Rennie	100
Anton and Stewart	100
A. Coxon	100
D. Jackson	50
Ho Fook	50
Brandao & Co.	50
A. Hancock	50
A. H. Chinoy.	50
B. Byramjee	50
G. de Champeaux	25
F. S. Smith	25
Augusto J. do Rozario.	25
J. M. E. Machado	25
A. S. G.	25
Dr Bateson Wright	25
Cash per J. H. Stewart Lockhart	24
G. W. F. P.	20
W. Powell & Co.	20
B. Shepherd	20
F. A. Hazeland	20
A. Seth.	20
J. W. Norton Kyshe	20
A Friend	15
F. Mahomed	10
Thos. Meek	10
John Dick	10
	$28,734

WEST YORKSHIRE REGIMENT'S ATHLETIC SPORTS.

The annual athletic sports of the West Yorkshire Regiment were held at the Happy Valley to-day in very unpropitious weather. There was a fairly large attendance of military, and the attendance of the officers of the regiment was very large. Amongst those present were Colonel C. S. Gordon and a few ladies. The competitions were principally preparatory for the sports to be held to-morrow. The following are the results of a few of the principal events:—

Putting the Shot.—1 Private Nash, H Co., 32 feet 9 in.; 2 Private Smith, H Co.; 3 Private Maloney, T Co.

Running Long Jump.—1 Private Ruston, D Co., 16½ feet; 2 Drum Sergeant Baldwin, 3 Private Hopper, H Co.

Boys' Handicap—1—Good, T Co.; 2 Drummer Lawrence, 3 Drummer Flowers.

Bayonet Fighting by Company teams of 1 Non-C. O. and 6 men. First Round—G. Co. beat E. Co.; F. Co. beat D. Co.

100 Yards' Race open to all ranks. First Heat—1 Private Lymer, D. Co.; 2 Private Ruston, D. Co.; 3 Corporal Spurling, E. Co. Second Heat—Private Maloney; 2 Private Ross, 3 Private Taylor, all F. Company. Third Heat—Private Duffy, H. Co.; Private Barrel, G. Co.

Companies Tug of War. First Round—1 C. Co. beat D. Co. (twice); 2 H. Co. beat B. Co. (twice); 3 G. Co. beat E. Co. (twice).

Corporals' Race (300 yards)—1 Lance-Corporal Page, C Co.; 2 Corporal Spurling, E Co.; 3 Corporal Appleby, D Co.

Quarter Mile Race—1 Private Lymer, D Co.; 2 Private Barrel, G Co.; 3 Private Broadbent, A Co.

30 NEW PIANOS just arrived; best makers. Also Cabin and Transposing Pianos, guaranteed for the climate. W. Robinson & Co.

LOT'S Wife Up-to-Date.—One Chappie: 'I wonder if that girl I winked at just now is "square"?' Another Chappie: 'Well—just after she passed, I saw her look round.'

'I'M afraid,' said the pugilist, in alarm, 'I'm gittin' what they call the clergyman's sore throat.'

SHE: 'Well, why don't you get a servant? Before I married you you were always talking about how well off you were.' He: 'Yes; and I was, too—only I didn't know it!'

NOT SUCH AN ASS.—'Can I sell you a nice cheap trunk to-day?' asked the urbane dealer. 'And what the devil do Oi be after wantin' a thrunk?' 'To put your clothes in, of course!' 'And go naked! Be my sowl, not a bit iv it!'

WRECK OF A FRENCH TRANSPORT.

SAFETY OF THE TROOPS.

On the 20th January, the steamer *Canton*, belonging to the Compagnie Nationale de Navigation, went ashore near Tourane, and according to the latest Tonkin exchanges the vessel was in a precarious position and it is doubtful if she can be towed off. The exact point where she went ashore is a sandy beach about five miles from Tourane, a little to the west of the island of Tien-tcha. As soon as the local agents in Tourane were apprised of the disaster, they telegraphed to Haiphong for towage and diving appliances, and the French gunboat *Alouette* from Haiphong and the cruiser *Isly* from Hongkong were ordered to proceed to Tourane with all possible speed and render whatever assistance was in their power. At first, hopes were entertained that the *Canton* would be easily towed off, but on the 3rd inst. salvage operations had to be suspended in consequence of the heavy surf, and *Le Courrier d'Haiphong* was doubtful if appliances could be obtained for carrying on the work, even from Hongkong. If the rough weather continued the vessel is doomed.

In addition to the officers and crew, there were on board the *Canton* when she went ashore:—Captains Arnoux, Vary, Rouyer, Cornet, Lieuts. Darlay, Ronfaut, Méné, Pauvrehomme, Guilet, M. Degiganon, artillery, Madame Lapasset, widow of Captain Lapasset, who died recently at Hanoi; 127 non-commissioned officers and men, 120 quartermasters and bluejackets, 47 convalescents, 3 gendarmes and 2 convicts.

All the passengers were transferred to the M. M. steamer *Manche* at Tourane. The cargo of the *Canton* is reckoned a total loss.

MANILA NOTES.

The *Comercio* Madrid correspondent telegraphed on the 2nd instant announcing the death of H. R. H. Maria Luisa Fernanda, the widow of the Duke of Montpensier, in her 65th year.

On the 3rd instant, death warrants were issued against seven individuals for being concerned with the present rebellion in the Philippines, and their execution was fixed to take place on the morning of the 5th instant.

Volunteers are pouring into Manila from the provinces in large numbers; the other day there arrived 116 from Union and 35 from Cagayan; 212 are being mobilised at Aparri to be sent over shortly.

Very meagre items of news concerning the rebellion appear in the latest Manila papers to hand; but it may be the insurrection is approaching its end.

At noon on the 2nd Feb., the Japanese man-of-war at Manila fired 21 guns and lowered her flag half-mast high in commemoration of the Japanese Empress Dowager; the same ceremony was to be repeated on the 7th inst. at 6 p.m., being the occasion of the funeral of the deceased Empress. The European men-of-war in Manila harbour joined in the manifestation.

The enthusiastic Governor of Ilocos Sur, Sr. Laguardia, has forwarded to Manila, on board the *Isidoro Pons*, which arrived at Manila on the 3rd inst., 30 horses, 71 cows, 301 pigs, 31 sheep and 34 goats. By the next steamer about 100 horses and some cattle, which the *Isidoro Pons* could not take, will be sent to Manila for the troops.

HONGKONG GOLF CLUB.

CAPTAIN'S CUP FOR FEBRUARY.

The monthly competition was held from the 6th to 8th inst. in fair golfing weather, though owing to a drizzly rain towards the close the greens became rather sticky, and made putting a little uncertain, which may in a measure account for the generality of the scores being rather high. The winner of the Cup started with an 8 hole, and getting into the hurdles at the long hole did not get down under 7 in both rounds. The remaining holes were 5's and 4's.

Owing to the erection of mat sheds in front of the Club House, the 7th and 9th greens are closed until further notice. Players may 'tee' off from in front of the mat sheds to the first hole and continue to the sixth, or long, hole; thence to the eighth hole, commencing the second round from the second 'tee,' making a course of 13 holes. All Club competitions meanwhile are suspended.

Members are reminded of the annual meeting which will be held at the Hongkong Club on Friday next, at 5.30 p.m., when the accounts for 1896 will be presented and officers for the current year elected.

Subjoined are the returns handed in for the Cup and Pool:—

CAPTAIN'S CUP.

Mr H. L. Dalrymple	91	9	82
Mr V. A. C. Hawkins	94	8	86
Mr A. F. R. Green, R.A.	99	12	87
Mr H. W. Robertson	105	15	90
Mr C. Palmer	102	11	91
Mr G. Millward	111	18	93
Mr C. H. Grace	109	12	97

17 entries.

POOL.

Mr A. F. R. Green, R.A.	96	12	84
Mr V. A. C. Hawkins	94	8	86
Major Grant Dalton	98	11	87
Capt. R. Murray Rumsey	96	8	88
Mr H. W. Robertson	105	15	90
Mr C. Palmer	102	11	91
Mr G. Millward	111	18	93
Mr C. H. Grace	109	12	97

21 entries.

IMPURITIES IN THE BLOOD.—We have seen hosts of letters from people who have received great benefit from the use of Clarke's Blood Mixture. It cannot be too highly estimated, for it cleanses and clears the blood from all impurities. This is a good testimonial from the *Family Doctor*, which goes on further to say: 'It is the finest Blood Purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally.' For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

TRESPASSING ON THE KOWLOON DOCK FORTIFICATIONS.

RUSSIAN OFFICER FINED.

At the Magistracy to-day, before Commander Hastings, J. Anoutchkin, a naval officer on the Russian cruiser *Rurik*, at present in Kowloon Dock, was charged with yesterday unlawfully entering the fieldworks and fortifications at Kowloon Dock.

Mr V. H. Deacon represented the prisoner.

A lance corporal of the Hongkong Regiment, who was in charge of the guard, gave evidence as to the arrest of the officer inside the fieldworks.

Corporal W. H. Edmonds, R.A., said he was the non-commissioned officer in charge of Kowloon Dock Fort. He was in the verandah of the barracks when his attention was drawn to the defendant walking within the fieldworks. He was close to the depression range-finding pedestal and four granite pillars. He ordered the first witness to go with two other men of the Hongkong Regiment and arrest him. When the officer was brought to him he asked him if he knew English. He could speak very little. He took him down to Hunghom Police Station and gave him in charge. He was not sure if there was a notice board on the way up; there was one on the way to the east fort. There was a wire fence all round the fort. The defendant was in the uniform of a Russian naval officer. He had no sketching apparatus or camera in his possession, only a small pocket book. From where he was standing when arrested he could see down into the dock and could see his ship.

Mr Deacon, on behalf of the defendant, admitted he was within the fieldworks. The position of the case was that the defendant was the fourth engineer on board the Russian man-of-war *Rurik*, and she went into dock on Monday, 8th, at one p.m. Naturally, whilst she was there the defendant, as engineer, had a good deal to do with the engines. Of course he was giving this as a statement by the defendant; he did not intend to call a single witness. He simply gave his word as a Russian officer. He had a good deal to do with repairs to the engines, and so on this particular day, having done his duties for the day, after his luncheon which occurred about eleven o'clock, he went ashore about noon and went for a walk. He had nothing particular to do, and his footsteps took him in this direction. One is naturally inclined to the hill, and he walked up the hill there. No doubt he technically committed a breach of this Ordinance, No. 10 of 1891. There was no doubt he entered the fortifications of this Colony without the necessary order. He (Mr Deacon) was perfectly well aware that ignorance was no excuse, but the defendant had put it on his word of honour that he was wholly ignorant of the regulations that were in force in this particular part of the Colony. They had already had a good deal of trouble in that Court about trespassing on fortifications. He did not know that there was any regulation in force which prohibited him from walking there; he did not see any notice board on the road up, and he (Mr Deacon) thought his Worship would see that there was no notice board when the last witness was not sure whether there was one. When the officer went up there he thought he would like to have a look at the ship as she lay in dock, and he walked across to where the last witness said he could look down upon the dock. He was standing there when arrested as described by the last witness. The Police did not put in the little note book, which he was sorry for because there is nothing whatever in it except notes on engines. In a recent case importance was attached to that little book which all Russian officers carry for making memoranda. There is a sketch made in that book when the vessel was coming down the harbour. There was nothing of that sort in this book, and he would ask his Worship to look at that book.

The Magistrate—It is in Russian; I do not know I can make much of it.

Mr Deacon said he was quite aware he was not charged under the sketching ordinance, but this went to show the *bona fides* of the thing. As already shown he was in uniform and he thought that spoke eloquently of what the defendant now put before his Worship. Had he entered these fieldworks in any way for any improper purpose, was it conceivable that he would have gone in the uniform of a Russian officer. He put it it certainly could not be so. That uniform was sufficient notice to any sentry. That proved again the *bona fides* of the statement he now put before the Court. It was pure inadvertence that he was wandering there. He was perfectly aware that legally ignorance was no excuse, but it certainly did palliate, and he thought the offence would be sufficiently atoned for by a small fine. He might suggest to the military authorities that some little more care should be taken to put up notice boards warning people of the approaches to fortifications. This was the second or third time they had had trouble with the Russians, and there always will be some trouble until some sufficient notice is put up.

The Magistrate intimated that the press reporters were taking it all down.

Mr Deacon—With these remarks, I leave it entirely in your hands.

The Magistrate said if there was anything very peculiar about the regulations, anything strictly local in the ordinance like the Opium Ordinance, there might be some excuse for the trespass. But we were not the only people who guarded our fortifications. In regard to the defendant's statement that he was simply there for a walk and to have a look at his ship, they had it in evidence that he was there where he could overlook the fort, and as he (the Magistrate) belonged to the Naval service he knew the defendant was in a place where he ought not to have been. He imposed a fine of $300.

NEW PIANO and Organ Repairing Material and Machinery just to hand; also the latest Music. W. Robinson & Co.

ALICE MEMORIAL AND NETHERSOLE HOSPITALS.

The annual meeting of the Finance Committee of the Alice Memorial and Nethersole Hospitals was held yesterday afternoon at the Alice Memorial Hospital. Hon. J. H. Stewart Lockhart, Colonial Secretary, presided. There were also present:—Dr Chalmers, Dr Thomson, (Hon. Secretary), Rev. T. W. Pearce, Messrs W. H. Whiting (Hon. Treasurer), and Wong Shing.

The minutes of last meeting were confirmed.

On the motion of Dr Thomson, seconded by Mr Whiting, Hon. J. H. Stewart Lockhart was unanimously appointed Chairman of the Committee for the ensuing year.

Dr Thomson, in submitting his annual report, said things were going so smoothly in the hospitals at the present time that there is nothing requiring special mention.

Mr Whiting said he was happy to say that the Hospitals financially are in a somewhat more favourable condition than they were in the beginning of the year. At that time there was a small credit balance, there was now a balance of nearly $800. He might say in passing that credit for that is due to Dr Thomson, and he very much regretted that he would not be able to continue his connection with the hospital for a long while to come. In the early part of the year a slight overdraft had been made on the bank, but that was very soon wiped off and the hospitals started the year in a very favourable condition. He very much regretted it was impossible for him as well as for Dr Thomson to retain his connection with the hospital for a long time to come. He took over the Treasurer-ship from Mr Wickham in the early months of the year, and as he was leaving the Colony it was necessary for him to resign the honourable office. He had very much pleasure in proposing, with his consent, that Mr Alexander Ross be asked to become Hon. Treasurer in his stead.

Dr Chalmers seconded.

The Chairman said it was very gratifying to hear the very satisfactory state of things the Hon. Treasurer had been able to place before them, and to show that instead of having an overdraft we have a balance at credit in the bank of $793.85. He thought they would all agree with Mr Whiting that the credit of this satisfactory state of affairs was due to Dr Thomson, who had not only induced old subscribers to continue their subscriptions but had also obtained many new subscribers. It was to be hoped that while he was connected with the hospital his efforts would be attended with as much success, and that when it became necessary for him to permanently sever his connection with the hospitals, the same success might attend his successor as he had had. Mr Whiting had been very modest with regard to his own exertions in connection with the hospitals, but he was sure he had proved himself a most satisfactory Hon. Treasurer, and they were all very sorry indeed that they were about to lose him. He had great pleasure in availing himself of the opportunity to thank him for the services he had rendered to the hospital during his stay in Hongkong, and to express his own regret and that of the Finance Committee at his departure. They had been fortunate in securing as his successor Mr Alexander Ross, and he was sure it was sufficient to mention his name to secure for him the post of Honorary Treasurer. He had nothing more to say upon the financial statement of the Hon. Treasurer, and no more remarks to make upon the annual report.

The appointment of Mr Ross as Hon. Treasurer was unanimously agreed to.

A letter was read from Mr J. J. Francis resigning his seat on the Finance Committee.

Dr Thomson said it had been his wish to infuse some new blood into the Finance Committee, and on looking over the list he found there were a number of subscribers of over $50 who were not represented on the Committee. He proposed that they invite a representative of all the subscribers of $50 and upwards at the present time on the list. He then enumerated the firms who should be asked to send representatives to the Finance Committee.

Rev. T. W. Pearce seconded.

Carried.

This was all the business.

THE GOD-ORDAINED MAJESTY OF THE KAISER.

The latest imperial notion in the country of the God-ordained Majesty is to apply the martinet system to grain and other speculative markets. By an Act passed last Session the Government obtained power to issue regulations for transactions on the Exchange. Only thirty-six hours before the old year closed they issued their scheme which takes effect to-day, placing the Berlin Stock and Produce Exchange under a Committee of Supervision, who are to fix the prices of corn, malt, meals, sugar, &c., with the help of at least two agricultural representatives; the Exchange is to be open from twelve to two daily; minute ordinances regulate the minor details of Exchange business, and transactions are to begin and end at the sound of a bell! As the *Times* correspondent sarcastically remarks, 'the regulations are pervaded by the drill-sergeant spirit characteristic of Prussian arrangements.' To read this makes one rub his eyes and ask whether it can really be happening in modern Germany, or whether this scheme is not a stray leaf drifted out of the records of the Middle Ages. The entire commercial community has been roused to indignation by this stupid anachronism in policy and in political economy. The Exchange dealers have struck in Berlin and other large towns; they have abandoned the Bourses and are forming private associations to evade the law; the Vienna and Pesth Corn Exchanges have sent them congratulatory and encouraging telegrams; the Liberal Press applauds their resistance to this fresh attempt of a paternal government to restrict personal and commercial freedom. William III. is not happy in the dates of his existence. He should have lived a few centuries earlier. A people so advanced as the Germans cannot long submit to the rigours of the existing system. There is revolt against reaction. The *Tageblatt* sounds a note of warning:—

'The deeper meaning of the resistance of the Corn Exchanges to the Bourse legislation lies in the fact that it has thrown a clear light, of a value not to be underrated, on the whole condition of our society, political as well as economic. It would not be the first time in the history of nations that a total revolution of political life had resulted from an economic impulse. Agrarian pride goeth before a political fall.'

The Kaiser may find out ere long that the dream of a 'world-empire' will be rudely swept away by the actuality of a stern contest between arrogant authority and the legitimate claims of political and social freedom.—*Overland Mail*.

FOR the past quarter of a century there has been one continuous flow of letters bearing testimony to the truly wonderful cures effected by Clarke's World-famed Blood Mixture, 'the finest Blood Purifier that science and medical skill have brought to light.' Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of any kind, are solicited to give it a trial to test its value. Sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

MUSICAL NOTES.

The musical correspondent of *The Daily News* is responsible for a delightful story concerning the critic of an important London daily. This gentleman was sitting just inside the door, and (in order not to waste time) was studying some new scores. A lady in the audience—reasoning apparently from insufficient premises—believed the critic to be the program boy; on his declining to sell his wares, made use of opprobrious epithets (strictly proper ones, of course), and threatened to report the unhappy man for neglecting his duties!

Will this do for the 'silly season;' for that time of trial when our 'leading dailies' break out into correspondence on our old friend the sea serpent, on whether the fact of life being worth living really depends upon that wanton organ the *liver*, or on the mere matter of fact trouble as to how to check the gas meter? A distinguished violinist, contemplating a change of residence, was visiting some apartments which were to let. 'I suppose that you will not mind,' said he to the janitor, 'if I practise the violin from time to time?'—'Oh, no, sir,' responded that official; 'not at all. We have in the house two tuba players, a 'cellist, a kettle drummer, and no end of young ladies who play the piano; and they practise all the time!'

It is a curious and bewildering circumstance that, in a world and in an age where progress is one of the laws of existence, the violin should be to-day exactly what it was some three hundred years ago. Flutes have been improved, new types of clarionet have been evolved, the harpsichord and the spinet have given place to the piano, organs have come to be controlled by electricity. Everything, in short, in the way of musical instruments has tended toward advance and improvement, while the construction of the violin is numbered—at any rate by the enthusiasts who run the fiddle prices into four figures—among the arts which have been and are not.

Curious confirmation of the truth of Mr Marion Crawford's sombre picture of the state of church music in Italy (see 'Open Diapason's' notes in another column) is to be found in an interesting article by the Rev. H. H. Oberly in a recent issue of *The Churchman*. According to Mr Oberly, the music in Italian churches is never congregational, and is almost always unisonal. The attack is ragged, the voices do not keep together, and there is no attempt at expression. The organ is always played *forte*, and the accompaniment is frequently independent of the voices. When there are any choristers, they sing only certain numbers in the service; and they never join in the responses or amens. 'In fact,' says Mr Oberly, 'I have never heard a concerted response or amen in an Italian church; but I have heard two or three men, and indeed one woman, make all the responses in the 'parson and clerk' duet fashion which prevailed in England during the last century. And all this in the land of Palestrina, Pergolesi, and Di Lasso!

What an interesting article might be written on the subject of literary men and music! Not long ago Mr Andrew Lang declared that music is the enemy of study, conversation, and sleep; and now here is Mr Crockett confessing himself so unmusical that he does not know one note from another, and cannot be taught. This is worse than the condition of Charles Lamb, who practised 'God Save the King' all his life without getting 'within many quavers of it,' and then revenged himself by calling music 'measured malice.' Sir Walter Scott tells us in his 'Autobiography' that his mother was anxious that he 'should at least learn psalmody; but the incurable defects of my voice and ear soon drove my teacher to despair.' Johnson's musical perception only went so far that he could tell a drum from a trumpet; but the Fleet Street bear rather gloried in his tuneless condition, for he declared that the practice of music was 'a method of employing the mind without the labour of thinking at all.' How far Carlyle sympathised with this view we may gather from his having told Joachim that he had no great opinion of musicians; 'they seem such a vain windbaggy sort of people.' But the *littérateurs* are not all music haters. Was it not Darwin who, having heard that music had an influence on plants, got somebody to bassoon for several days close to some growing beans?

It is perhaps but fitting that a musician should express himself as being in sympathy with the Celestials; yet one was hardly prepared for the eulogium bestowed by Paderewski on the music of the Chinese. He has declared that the beautiful simplicity and the evident art of this primitive music quite infatuate him. The study and practice given by the performers—the erudition not of a generation, but of a century of culture—surprise and amaze the listener. The perfectness of rhythm, the combination of Slavic and Scotch characteristics, the marvellous effects produced by assiduous training, reveal an originality which has only to be understood to be appreciated. So says the aureole-headed one. Had the eminent pianist been travelling in the Celestial empire we could have understood it all, just as we could understand Sarasate complimenting a Scotchman on the artistic character of the bagpipe. But what can ordinary people think of a nation which calls the semitones the females of the scale because, like woman, they are imperfect? Fortunately for the credit of Paderewski, most of us know as much about Chinese music as Goldsmith's Dutch bookseller knew about the works of the immortal Xixofou.

The Daily Mail has a correspondent wandering through Russia, and he gives his views about all sorts of things. He visits a restaurant, where he finds a mechanical organ providing a permanent supply of music. This correspondent is apparently equipped with two desirable possessions: humour, and some knowledge of music. In proof of these qualifications, here are his instructions for the manufacture of a Russian organ tune:—

'Take a tune (any tune), cut out the first four bars, pitch them high in a minor key, and throw the rest of the tune away. The next four bars will be half a tone lower. (I am now speaking of organ music. If the melody is to be sung by an amateur, one can, of course, leave the bars in the same place, and trust to luck.)'

I call this simply shameful. What right has a roving correspondent to hold up to ridicule the plodding, the virtuous amateur vocalist before the eyes of a large circulation!

'This forms the first half of the melody. It is then finished off on the same principles as are followed in England. You go back to the original key, turn your tune head over heels, and stretch it further up and down the scale, for variety, taking care to end on a high note,—not necessarily the keynote, but a regular skyer. The thing must be performed very slowly, with showy, but inexpensive chords at convenient intervals; and the principal notes must be approached by abrupt runs, like people tumbling down stairs.'

The orchestration, he informs us, is simple. This, indeed, must be an essential feature, since the average instrument contains only a few sets of pipes, two drums, and a triangle. It is true that organs of a more ambitious type are not unknown, as he instances one which was equal to a chorus from Glinka's 'Life of (*sic*) the Czar,' with bells and cannon, and the shouts of faithful Muscovites!

MUSICUS.

PROPOSED ADMIRALTY DOCK AT SINGAPORE.

WHO IS TO PAY THE COST?

This Colony would do well to think seriously about the proposed Admiralty dock at Singapore, says the *Straits Times*. The situation is that the Admiralty are not, as yet, quite sure whether they must have a dock at Singapore. In the second place, they are not sure whether they should themselves build such a dock, or whether they should allow private enterprise to build a dock to their requirements. In the third place, and granting that the Admiralty decide to build a dock at their own cost, they are not sure whether they should themselves work the dock or allow it to be worked by private enterprise. Finally, granting that they decide to have a dock, and granting that it be built either by Government funds or by private enterprise, the Admiralty remain still further uncertain as to where they should fix the site of that dock. Practically, there are two sites under active consideration; and there is a third site which has not, as yet, been fully considered. One site, let us call it site A, is on the townward side of the Tanjong Pagar Dock Company's premises, at or about the point where these premises adjoin the land of the Tanjong Pagar Land Company in liquidation. Another site, let us call it site B, is on the land of the New Harbour Dock Company, some distance beyond the P. & O. Wharf. Another site, let us call it site C, is the local Government Reserve, lying between the P. & O. Wharf and the premises of the New Harbour Dock Company. If site A were chosen, the Tanjong Pagar Dock Company, we believe, would offer to give the land for nothing. They would be willing to build the dock, out of their own funds, to Admiralty design, or to have it built by Government funds, the Dock Company to pay a rent for having the dock's commercial use when it is not needed by war vessels. If site B were chosen, the New Harbour Dock Company would probably make similar proposals. If site C were chosen—well, there is nobody particularly interested in pushing the claims of site C.

So far as the Colony is concerned, its chief interest is regarding the cost of the military defences that may be called for to protect the proposed dock. And it is urged upon us that, from the purely Colonial point of view, site C would have the greatest advantages in so far as it is alleged to be fully protected, or almost fully protected, by the existing defences. The same informant tells us that, if site A be chosen, the cost of reconstructing the military defences will be enormous, and will fall very largely on the Colonial funds under the arrangement by which the War Office provides guns and the Colony provides everything else. But, of course, it may easily happen that these statements, antagonistic to the merits of site A, are inaccurate statements. We, at all events, cannot profess to check them. Nor do we contend that the site of a dock, built for naval purposes, should be hampered by any consideration of cost or any difference between local and Imperial authorities as to money or site. Fortunately, there is not likely to be any such hampering of the Admiralty discretion. If we judge the Admiralty authorities aright, they will say to the Treasury: 'The following is our scheme; please pay for it.' They will say to the War Office: 'The following is our scheme; please make your forts so as to defend it.' Then the War Office would say to the Treasury: 'The following is our scheme for reconstructing forts at Singapore; please pay for it.' Then the Treasury would say to the Colonial Office: 'We are going to reconstruct the forts at Singapore, and you will please order the Colony to find all the money except for the guns.' It is a fine system, well calculated to promote Imperial defence; and it has our sincere sympathies. We were Britons before, an adverse fate sent us to the Straits and we hope to remain Britons after a compassionate Providence has released us from our place of exile. Therefore, we are glad that the proposed dock will probably be built with a magnificent disregard of financial considerations. Yet, nevertheless, we take the opportunity to hint to the place of our exile that, if that place desires to safeguard its financial interests, it had better wake up.

The bargain of the Colony with the Home Government is that the Colony shall provide, at its sole expense, all lands and buildings needed for military purposes; and our informant tells us that the Colony's outlay, to defend a dock at site A, would materially exceed a hundred thousand pounds sterling. But, if the cost of these lands and buildings, under the dock scheme, is to run to a million of dollars or so, the Colony cannot afford to pay that sum. Indeed, it would be unfair that the Colony should be pressed to pay such a sum because of changes that are brought about solely by naval requirements. The matter should be taken up either by the unofficial members of the Legislative Council, or by the Singapore Branch of the Straits Association, or by the aggrieved inhabitants of indignant Penang, who may be required to pay a huge sum to defend a dock four hundred miles away. Of the three bodies suggested, we would prefer that the matter should be taken up by the unofficial members of the Legislative Council. We suggest, therefore, to these unofficial members, or to any one of them, that they, or he, should, at the first meeting of Legislative Council, propose some such resolution as the following: 'Whereas there is reason to believe that a dock for naval purposes may shortly be built at Singapore, and whereas there is reason to fear that the building of such a dock may involve a large additional outlay on military lands and buildings, and whereas the present financial arrangements between the Colony and the Mother Country were not made in contemplation of such an unexpected outlay, it is hereby resolved that, while this Colony is willing to do all that it can to facilitate Imperial naval defence, it is the opinion of this Council that no considerable outlay, arising directly or indirectly from purposes of naval defence, should be charged to the funds of the Colony.'

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.08	30.23	30.20
Temperature	56	47	45
Humidity	82	93	80
Direction of Wind	—	N	N
Force	0	1	1
Weather	o	o	cd
Rain	—	—	0.01

Highest open air temperature on the 9th 57

Lowest open air temperature on the 9th .... [illegible]

F. G. FIGG, First Assistant.

Hongkong Observatory, Feb. 10, 1897.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *ROHILLA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex s.s. *Massilia*. From FRANCE, ex s.s. *Caledonia*. From AUSTRALIA, ex s.s. *Himalaya*. From PERSIAN GULF, ex s. s. *Parthia*, *Pemba*, *Mejidh* and *Blosse Lynch*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 14th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, February 8, 1897. 266

FROM BOMBAY, TUTICORIN AND SINGAPORE.

THE Company's Steamship *Hiroshima Maru* having arrived from above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Wanchai, whence delivery may be obtained.

All chafed or damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the Vessel's arrival, after which no Claims will be recognised, and Goods remaining undelivered will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NIPPON YUSEN KAISHA.

Hongkong, February 8, 1897. 272

RICKMERS REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP AND HAMBURG.

THE Company's S.S. *Maria Rickmers*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 12th Inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 13th Instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, February 5, 1897. 251

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship *Pingsuey*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 12th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the FRIDAY, the 12th Inst., at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th Instant will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, February 5, 1897. 252

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the **Chest, Lungs** and **Bronchial Tubes**, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Nightsweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Co., Paris. Sold by all Chemists

For Sale by A. S. WATSON & Co., Chemists.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Chelydra* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 9th Instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, February 6, 1897. 259

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *JAVA*.

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From MADRAS, ex s. s. *Sirsa*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m., TO-DAY.

Goods not cleared by the 11th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

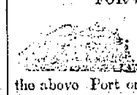
H. A. RITCHIE,
Superintendent.

Hongkong, February 5, 1897. 218

Shipping.

Steamers.

FOR SHANGHAI.



The Steamship
Nanyang,
Captain TH. LEHMANN, will be despatched for the above Port on THURSDAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

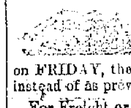
Hongkong, February 8, 1897. 276

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON, AND ANTWERP.



The Co.'s Chartered S.S.
Strathdaye,
Captain MCKENZIE, will be despatched as above on FRIDAY, the 12th February, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, February 2, 1897. 110

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.



The Co.'s Steamship
Chelydra,
Captain R. CASS, will be despatched as above on FRIDAY, the 12th Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, February 8, 1897. 267

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE AND LONDON.

(*Without transhipment*).

Calling at SAIGON AND SINGAPORE.



The Co.'s Steamship
Adour,
Captain BOUIS, will leave for the above Ports on SATURDAY, the 13th Instant.

For Freight, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, February 8, 1897. 268

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(SUBJECT TO ALTERATION.)

Monmouthshire	Saturday	13th February.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.



The Steamship
Monmouthshire,
will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 13th February.

Consular Invoice of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

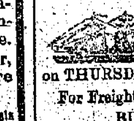
For further information as to Passage and Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, January 21, 1897. 156

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT.)



The Co.'s Steamship
Kweiyang,
Capt. OUTERBRIDGE, will be despatched as above on THURSDAY, the 18th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

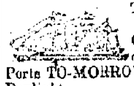
Hongkong, February 1, 1897. 228

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.



The Co.'s Steamship
Haiman,
Capt. BATHURST, will be despatched for the above Ports TO-MORROW, the 11th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, February, 10, 1897. 274

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(*Under Mail Contract.*)

FOR KOBE AND YOKOHAMA.



The Co.'s Steamship
Hiroshima Maru,
Captain G. SHIMAZU, will be despatched for the above Ports TO-MORROW, the 11th Inst., at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, February 10, 1897. 241

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.

(*Taking Cargo at through rates to* CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS).

(*Also to* NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN).



The Co.'s Steamship
Medusa,
Capt. G. WALLUSCHNIG, will be despatched as above on THURSDAY, the 11th Instant.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co.,
Agents.

Hongkong, February 5, 1897. 250

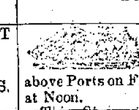
NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(*Under Mail Contract*).

FOR NAGASAKI, KOBE AND YOKOHAMA.



The Co.'s Steamship
Tokio Maru,
Captain E. S. BARSTOW, will be despatched for the above Ports on FRIDAY, the 12th Instant, at Noon.

This Steamer is fitted with Superior Passenger Accommodation, and a duly qualified Doctor is carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, February 4, 1897. 240

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.



The Co.'s Steamship
Onsang,
Capt. J. YOUNG, will be despatched as above on FRIDAY, the 12th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, February 6, 1897. 255

FOR NEW YORK *VIA* SUEZ CANAL.



The Steamship
Port Adelaide,
will be despatched for the above Ports on or about 12th February, 1897.

S. S. *Energia*, to sail about 22nd Feb., 1897.

S. S. *Strathdeven*, to sail about 7th March, 1897.

S. S. *Macduff*, to sail about 22nd March, 1897.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, January 29, 1897. 2602

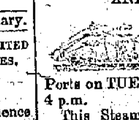
NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(*Under Mail Contract*).

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.



The Co.'s Steamship
Omi Maru,
Capt. C. YOUNG, will be despatched for the above Ports on TUESDAY, the 16th February, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A duly-qualified Doctor is carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, January 27, 1897. 198

NIPPON YUSEN KAISHA.

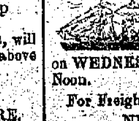
JAPAN BOMBAY-LINE.

MONTHLY SERVICE.

(*Under Mail Contract.*)

FOR SINGAPORE, COLOMBO AND BOMBAY

(*Calling at* TUTICORIN *on the Homeward Voyage*).



The Co.'s Steamship
Mieke Maru,
Capt. P. H. GOEGS, will be despatched as above on WEDNESDAY, the 17th February, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, January 27, 1897. 197

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.



The Co.'s Steamship
Priam,
Captain JACKSON, will be despatched as above on SATURDAY, the 13th February.

For Freight or passage, apply to
BUTTERFIELD & SWIRE,
Agents.

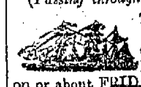
Hongkong, January 30, 1897. 210

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(*Passing through the* INLAND SEA).



The Co.'s Steamship
Hohenzollern,
Capt. H. BECKER, will leave for the above Ports on or about FRIDAY, the 12th Instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, February 8, 1897. 270

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.



The Co.'s Steamship
Preussen,
Captain P. WETTIN, due here with the outward German Mail about the 11th Instant, will leave for the above Place about SUNDAY, the 14th Instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, February 8, 1896. 271

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.



The Co.'s Steamship
Chingtu,
Captain INNES, will be despatched on TUESDAY, the 16th Instant, at 3 p.m.

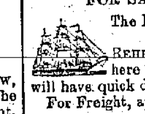
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, February 8, 1897. 194

Sailing Vessels.

FOR SAN FRANCISCO.



The British Barque
Sumbawa,
REHBERG, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, December 7, 1896. 2471

FOR SAN FRANCISCO.



The 100 *A.1.* British ship
Falls of Dee,
LOCK, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, February 4, 1897. 243

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, $400.
Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, $225.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Braemar.....	3,601	Thursday	Feb. 18.
Tacoma.....	2,549	Tuesday.	Mar. 2.
Victoria.....	3,167	Tuesday.	Mar. 23.
Olympia.....	2,608	Tuesday.	April 13.
Braemar.....	3,601	Tuesday.	May 4.

THE Steamship *BRAEMAR*, Captain PORTER, sailing at Noon, on THURSDAY, the 18th February, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), *vid* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, February 4, 1897. 142

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

COLOMA, American barque, Captain C. M. Noyes.—Captain.

EURYDICE, British ship, Captain Jas. W. Knox.—Captain.

FRED. P. LITCHFIELD, American barque, Captain W. W. Hardy.—Order.

TORRISDALE, British 4-masted barque, Capt. R. Buchanan.—Standard Oil Co.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki Kobe, Inland Sea, Yokohama & Honolulu)	SATURDAY, Feb. 13, at noon.
City of Rio de Janeiro (via S'hai, N'saki, Kobe, Inland Sea, Y'hama & H'lulu).	TUESDAY, March 2, at noon.
City of Peking (via Shanghai, N'saki, Kobe, Inland Sea and Yokohama) ...	TUESDAY, March 23, at noon.

THE U.S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, *vid* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th February, at Noon, taking Passengers and Freight for Japan the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, January 26, 1897. 185

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	WEDNESDAY, Feb. 24, at daylight.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	SATURDAY, March 13, at noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	THURSDAY, April 1, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, *vid* SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 24th Feb., at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

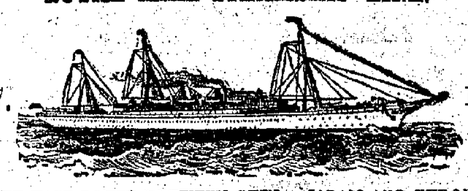
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, February 8, 1897. 282

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R.. WEDNESDAY, 17th Feb./97.
EMPRESS OF JAPAN...Comdr. H. PYNOS, R.N.R..... WEDNESDAY, 17th Mar./97.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R.... WEDNESDAY, 7th April/97.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent*,
PEDDER STREET.

Hongkong, January 20, 1897. 143

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *MIRZAPORE*, Captain J. F. JEFFSON, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 11th February, 1897, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, February 10, 1897. 198

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Preussen.....	Tuesday....	March 2.
Sachsen.....	Tuesday ...	March 30.
Bayern.....	Tuesday ...	April 27.
Prinz Heinrich	Tuesday...	May 25.

ON TUESDAY, the 2nd day of March, 1897, at 9 a.m., the Company's S.S. *PREUSSEN*, Captain P. WETTIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 27th Instant. Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 1st March, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, February 8, 1897. 269

WASHING BOOKS.

(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen; can now be had at this Office.—Price, $1 each.

CHINA MAIL OFFICE.

To Let.

TO LET.

DWELLING HOUSES—
HOUSES in RIPON TERRACE.
'HARFORD,' at MAGAZINE GAP.
'THE KENNELS,' at MAGAZINE GAP.
GODOWNS in BLUE BUILDINGS.
No. 2, CHANCERY LANE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, February 8, 1897. 2135

TO LET.

NOS. 2 and 3, STEWART TERRACE —(THE PEAK).
Apply to
J. W. NOBLE.

Hongkong, August 28, 1896. 1742

TO LET.

5-ROOMED BUNGALOW 'RHEDA,' BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. Co.,
No. 22, Praya West.

Hongkong, June 8, 1896. 1177

A TERRIBLE COUGH.
A TERRIBLE COUGH.
A TERRIBLE COUGH.

"64, Commercial Road, Peckham, July 12.

"Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you for your lozenges have done wonders in relieving my terrible cough. Since I had the operation of "Tracheotomy" (the same as the late Emperor of Germany, and asking him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough: it was so bad at times that it quite exhausted me. The mucous, which was very copious and hard, has been softened, and I have been able to get rid of it without difficulty.—I am, sir, yours truly, T. HILL."

A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

"South Park, Cardiff, South Wales, Sept. 25, 1895.

"I have indeed great pleasure in adding my testimony to your excellent preparations of Cough Lozenges, and I have prescribed them for the last eight years in my hospitals and private practice, and found it of great benefit. I often suffer from Chronic Bronchitis myself, your Lozenges is the only remedy which gives me immediate ease. Therefore I constantly and most strongly recommend your Lozenges to the public who may suffer from Catarrh, Bronchitis, Winter Cough, or any kind of Pulmonary Irritation.—Yours truly,

"To CARRICK, M.D., L.R.C.P. and L.R.C.S. and L.M. Edinburgh."

USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.

"I HAVE much pleasure in recommending KEATING'S COUGH LOZENGES to any person who may be troubled with a cough, as I have found them very beneficial in the relief and cure of Winter Coughs, Asthma, and Bronchitis; one seldom gives relief.

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the universal remedy for DOUGHT, HOARSENESS, and THROAT IRRITATION, are sold in boxes, 1s. 1½d. each.

HONGKONG MARKET PRICES.

Corrected to Saturday, February 6, 1897.

At 1020 Cash per Dollar Mexican.

		PRICE. Highest. Cash.	Lowest. Cash.	Chinese Names.
Butcher Meat.				肉食
Bacon, English,	lb.	—	—	來路烟猪肉
,, Ame. Sugar cured	,,	350	—	花旗烟猪肉
,, Foochow,	,,	200	—	福州烟猪肉
,, Japan, cured	,,	240	—	日本煙猪肉
Beef sirloin & prime cut,	catty	140	—	尾龍扒
,, Corned,	catty	140	—	鹹牛肉
,, Roast,	,,	140	—	燒牛肉
,, Soup,	,,	100	—	湯肉
,, Steak,	,,	140	—	牛肉起
Bullock's Brains,	per set	60	50	牛腦
,, Tongue fresh,	each	—	—	牛腦
,, ,, corned	,,	350	—	鹹牛利
,, Head,	,,	500	—	牛頭
,, Heart,	,,	150	—	牛心
,, Hump, Salt	catty	140	—	牛肩
,, Feet,	each	60	50	牛蹄
,, Kidneys,	,,	50	—	牛腰
,, Tail,	,,	100	—	牛尾
,, Liver,	catty	70	—	牛肚
,, Tripe (undressed)	catty	60	50	牛肚
Calves Head and Feet,	set	500	—	牛仔頭脚
Hams, American,	lb.	340	—	花旗火腿
,, Chinese,	,,	—	—	金華火腿
,, English, New,	,,	420	—	來路火腿
,, Japan cured,	,,	240	—	日本火腿
,, Shanghai,	,,	220	—	上海火腿
Mutton Chop,	,,	150	—	羊牌骨
,, Leg,	,,	150	—	羊脾
,, Shoulder,	,,	120	—	羊手
Pigs' Chitlings,	catty	70	60	猪臟
,, Feet,	,,	110	—	猪脚
,, Fry,	,,	160	—	猪臟
,, Head,	each	500	450	猪頭
,, Heart,	,,	50	40	猪心
,, Kidneys,	pair	—	—	猪腰
,, Liver,	lb.	160	—	猪肝
Pork, Chop,	catty	180	—	猪牌骨
,, Corned,	,,	—	—	鹹猪肉
,, Leg,	,,	190	—	猪脾
,, Fat or Lard,	,,	140	—	猪油
Sheeps' Head and Feet,	set	360	—	羊頭脚
,, Heart,	each	50	40	羊心
,, Kidneys,	,,	70	—	羊腰
,, Liver,	lb.	150	140	羊肝
Sucking Pigs,	each	$1.75	$1.25	猪仔
Suet, Beef,	lb.	110	—	生牛油
,, Mutton,	,,	100	—	生羊油
Veal,	catty	130	—	牛仔肉
Poultry.				生口
Chicken,	catty	200	—	鷄仔
Capons,	,,	250	—	鷄閹
Ducks,	,,	180	—	鴨
Doves,	each	—	—	斑鳩
Eggs, Hen	doz.	110	—	鷄蛋
,, Duck	,,	110	—	鴨蛋
Fowls,	catty	170	—	鷄
Geese,	,,	190	—	鵝
Hares,	each	500	—	兎仔
Musk Deer,	,,	$3.00	—	黃麞
Partridges,	,,	350	—	鷓鴣
Pigeons,	,,	210	—	白鴿
Pheasant,	brace	$1.20	—	上海山鷄
Rice Birds,	doz.	—	—	禾花雀
Quail	each	180	—	鶴鶉
Snipe,	,,	150	—	沙鷸
Turkeys, Cock,	catty	500	—	火鷄公
,, Hen,	,,	460	—	火鷄嫩
Teal,	each	350	—	水鴨
Wild Ducks,	pair	$1.10	—	上海水鴨
Fish.				海鮮
Barbel,	catty	160	—	鯉魚
Bream,	,,	80	—	鯽魚
Bombay Ducks,	100 pieces	250	—	孟味魚
C'ton Fresh Water Fish,	catty	—	—	海鮮雜魚
Carp,	,,	130	—	鯉魚
Catfish,	,,	—	—	赤魚
Codfish, Salt,	,,	—	—	鹹魚
Crabs,	,,	160	—	蟹
Cuttle Fish,	,,	80	—	魚孟尾
Dab,	,,	60	—	倒鉸沙
Dace,	,,	90	—	本鯽
Dog Fish,	,,	—	—	鯊皮
Eels, Congor,	,,	—	—	海鰻
,, Fresh water,	,,	200	—	淡水鰻
Eels, Yellow,	,,	—	—	黃鰻
File Fish,	,,	—	—	剝皮魚
Frogs,	,,	200	—	田鷄
Fresh Fish,	,,	80	—	雜魚
Garoupa,	,,	250	—	石斑魚
Gudgeon,	,,	90	—	白蛉魚
Gurnard,	,,	80	—	紅魚
Herrings,	,,	200	—	白鯡魚
,, smoked	box	—	—	熏鯡魚
Halibat,	catty	100	—	將軍甲魚
Labrus,	,,	180	—	黃立花魚
Loach,	,,	180	—	鳥鰍魚
Lobsters,	,,	140	—	龍蝦
Mackerel,	,,	—	—	鯖魚
Monk Fish,	,,	—	—	鮟鱇魚
Mullet,	,,	180	—	烏頭魚
Oysters,	,,	180	—	蠔豉
Perchish,	,,	180	—	鯇魚
Perch,	catty	110	—	鱸
Pike,	,,	300	—	花蝦蹺
Plaice,	,,	300	—	鯷魚
Pomfret, White	,,	220	—	白鯧
Pomfret, Black	,,	160	—	黑鯧
Prawns,	,,	180	—	明蝦
Ray,	,,	50	—	琵琶沙
Rock Fish,	,,	80	—	石狗公
Rouch,	,,	—	—	鱖魚
Salmon, (Canton),	,,	200	—	馬友魚
Shark,	,,	50	—	鯊魚
Salt Fish,	,,	160	—	鹹魚
Skate,	,,	60	—	鯆魚
Shrimps,	,,	200	—	蝦
Snapper,	,,	180	—	立魚
Soles,	,,	160	—	撻沙魚
Tench,	,,	—	—	鯪魚
Turbot,	,,	150	—	左口魚
Turtles, small, fresh water,	,,	200	—	龜魚
Whiting,	catty	—	—	長魚
White Bait,	,,	90	—	鯽魚仔
Fruits.				菓子
Apples, (California),	catty	300	—	金山平菓
,, (Tientsin),	,,	—	—	天津平菓
,, (Japan),	,,	—	—	日本平菓
Bananas, fragrant,	,,	30	—	香蕉香蕉
,, (brides),	,,	—	—	山香蕉
Chestnuts, Chinese,	,,	100	—	風栗
Carambola,	,,	100	—	楊桃
Cocoanuts,	each	50	—	椰子
Ground Nuts,	catty	100	—	花生
Grapes,	,,	170	—	鮮提子
Lemons, China,	,,	60	—	檸檬
,, Peel,	,,	—	—	桔餅
Lichees, Dried,	,,	300	—	荔枝乾
,, Fresh,	,,	—	—	荔枝
Limes,	,,	—	—	檸檬
Mango, (Saigon),	each	—	—	安南芒菓
,, (Manila),	,,	—	—	呂宋芒
Mangosteen,	dozen	—	—	山竹子
Oranges, Sweet,	catty	60	—	新會甜橙
,, Green,	,,	40	—	青橙
,, Red,	,,	100	—	紅桔
Olives,	,,	80	—	白欖
Pine-apples,	each	50	—	本地波蘿
Pears,	catty	—	—	沙梨
,, (Tientsin),	,,	150	—	天津雪梨
Pumelo,	each	100	—	碌柚
,, (Siam),	catty	100	—	暹羅柚
Peach, (Sweet),	,,	—	—	甜桃
Raisins, Muscatel,	,,	—	—	葡萄乾
,, Pudding,	,,	—	—	葡提
Water Chesnuts, com.	,,	40	—	馬蹄
,, Mandarin,	,,	60	—	桂林馬蹄
Walnuts,	,,	100	—	合桃
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	40	—	上海了治竹
Beans, (French),	,,	70	—	佛國西邊豆
,, Long,	,,	—	—	豆角
Beet Root,	each	20	—	紅菜頭
Brinjals, Green,	catty	30	—	青元菜
,, Red,	,,	40	—	紅茄
Brassica,	,,	20	—	白菜
Bamboo Shoots,	,,	100	—	竹筍
Cabbage, Chinese com.	,,	20	—	芥菜
Cabbage, Shanghai,	each	50	—	椰菜
Cauliflower,	,,	90	—	椰菜花
Carrots,	catty	50	—	金笋
Celery, Chinese,	,,	40	—	唐芹菜
,, English,	,,	50	—	洋芹菜
Chilies Dried,	,,	180	—	辣椒乾
,, Red,	,,	110	—	紅花椒
Curry Stuff, English,	,,	40	—	咖喱精門
Cucumbers,	,,	—	—	青瓜
Bitter Squash,	,,	—	—	苦瓜
Garlic,	,,	60	—	蒜頭
Ginger, young,	,,	50	—	新子薑
Horse Radish, S'hai,	,,	120	—	力根
Indian Corn,	,,	—	—	粟米
Lettuce, (English),	each	10	—	洋生菜
Mushrooms, Fresh,	catty	—	—	生草菇
Onions, Bombay,	,,	60	—	洋葱頭
,, Green,	,,	30	—	生葱
,, Shanghai,	,,	—	—	上海葱頭
,, Japan,	,,	40	—	日本葱頭
Okroes,	,,	140	—	毛荵
Parsley, English,	bundle	10	—	洋荒菜
Potatoes, Sweet,	catty	20	—	番薯仔
,, Shanghai,	,,	—	—	上海薯仔
,, Japan,	,,	30	—	日本薯仔
,, American,	,,	—	—	花旗薯仔
,, Foochow,	,,	30	—	福州薯仔
,, Macao,	,,	30	—	澳門薯仔
Pumpkin,	,,	20	—	冬瓜
Puraline,	,,	—	—	菊仔菜
Papaw,	dozen	20	20	木瓜
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,, Common	,,	$4.10		中白米
Shalots,	catty	40	—	藏蓮
Spinage, (Chinese)	,,	—	—	欖菜
Spinach,	,,	80	—	菠菜
Snake Gourd,	,,	60	—	蛇瓜
Tomatoes,	,,	40	—	蕃茄
Taro,	,,	20	15	芋頭
Turnips, Punti, (Long),	each	10	—	蘿白
Vegetable Marrow,	catty	—	—	節瓜
,, ,, (Long),	,,	—	—	長節瓜
Water Cresses,	,,	60	—	西洋菜

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Assistant Inspector of Markets.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Twenty-second Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

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'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News*.

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'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press*.

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

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THE FAR EASTERN QUESTION.

II.—THE INLAND TAXATION OF FOREIGN TRADE IN CHINA.

(Times' Special Correspondent.)

Shanghai, Oct. 24.

One of the chief obstacles to the satisfactory solution of commercial questions with China is the crass ignorance of Chinese officials with regard to the most rudimentary elements of political economy. The Chinese merchant has rapidly acquired a very clear and full perception of the principles upon which the world's trade is at present conducted. The Chinese mandarin still looks upon foreign trade as an evil which he is reluctantly compelled to tolerate within certain limits, but of which he is bound to resist as far as possible any further extension. Nor is this attitude inspired solely by an inborn hatred of the outer barbarians who originally forced their trade upon him at the point of the bayonet. It is largely due to his peculiar mental obstinacy. When I pointed out last year to a member of the Tsung-li-Yamen at Peking the loss which, at least partly owing to her own fiscal shortsightedness, China had suffered through the loss of the British market for her teas, his Excellency replied politely, with a bland and self-satisfied smile, that that might be so, but that he, for his part, was much inclined to doubt whether all exports from a country did not really mean the impoverishment of that country, inasmuch as they diminished the amount available for consumption and consequently enhanced the price to be paid by the consumer within the country. That for every export value is given in return which is either available for the purchase of other commodities or goes to increase the stock of national wealth, was a consideration to which his Excellency's mind was obviously inaccessible. He was by no means one of the least respectable or intelligent members of his class, but he, like many other mandarins, was no doubt firmly convinced that foreign trade is nothing but a barbarian form of organized piracy. Li Hung Chang has had larger experience of commercial questions, and has often shown a much more intelligent appreciation of their bearings, especially upon his own personal interests; but even his quickwitted interpreter was not always able to disguise the suspicion which evidently still lurked in his master's mind during his visit to England that there is some fundamental antagonism between the interests of China and those of foreign trade. In Shanghai, where he was not under the same restraints of prudence and courtesy, Li Hung Chang has on former occasions expressed himself quite freely to that effect.

Now it may be confidently asserted that never has there been a closer identity between the interests of China and those of foreign trade. If China's financial needs have suddenly grown urgent and formidable, and if, on the other hand, her revenue in other directions is condemned by the incurable vices of her administration to remain hopelessly stationary, her salvation must necessarily lie, and can only lie, in the further development of the foreign trade which has opened up for her the one branch of revenue shown by past experience to be capable in China of steady and rapid expansion. Unfortunately the Chinese idea of promoting revenue does not go beyond that of increasing the rate of taxation. Under the present import tariff which the Treaty of Tientsin fixed on a 5 per cent. basis, the foreign customs yield an annual net income of 20,000,000 taels. Therefore, the Chinaman argues: let me double the rate of taxation and place the tariff on a 10 per cent. basis, then the Customs revenue will, of course, also be immediately doubled, and China, receiving 40 instead of 20 millions per annum, will be no worse off than before the war had driven her into the arms of the foreign moneylender. In fact, what the Chinese Government wants is an increase of the duties on foreign trade and not an increase of foreign trade itself, and it imagines that it can obtain the former without the latter.

It is easy to understand that with this objective in view Li Hung Chang should have deprecated Lord Salisbury's determination to elicit the opinoin of competent authorities in China before moving in the question. The foreign merchant knows, if the Chinaman does not, that it is doubtful how far his trade could bear without considerable shrinkage the burden of extra taxation, and that, if it could bear it, it would be mainly by shunting at least a portion of the burden on to the shoulders of the Chinese consumer. At the same time, the foreign merchant equally knows that he can safely accept an increase of duties on foreign trade, on condition, however, and only on condition, that such increase be accompanied by measures which shall compensate him by the assurance of an increased volume of trade. He, no more than Lord Salisbury, is opposed in principle to the payment of higher duties. He even admits that owning to the fluctuation of market prices the duties which he now pays under the tariff of 1858 on many of the staple articles of import have fallen considerably short of the 5 per cent. *ad valorem* basis, upon which the tariff was then framed, and probably do not on an average represent to-day more than 3½ or 3¾ per cent. *ad valorem*. 'But,' he argues with much cogency, 'why should I be asked to surrender an advantage which goes but a small way to compensate me for the many new restrictions which, in defiance of the spirit and even of the letter of the Tientsin Treaty, the Chinese Government has succeeded during the same period in surreptitiously placing upon my trade? Let the Chinese Government remove those restrictions, let it give some earnest of a desire to deal more liberally in future with a trade which has already contributed close upon 500,000,000 taels to its Treasury, and I shall willingly agree, not only to a rectification of the tariff on the basis of the original assessment, but to its substantial increase. Let me have free access to the producer for my exports and to the consumer for my imports and I shall then cheerfully submit to a higher rate of taxation, because, on the increased volume of my trade, I shall then be able to afford it.'

The problem to be solved, if it is to be satisfactorily dealt with in the true interests of China as well as in our own, ought not to be a mere tariff question. It really embraces the whole sphere of trade relations between China and foreign countries. The history of those relations can be very briefly summed up. Short, sharp, and decisive struggles to open up the mid dle kingdom to foreign trade have been invariably followed by long periods of inaction, during which Chinese statecraft has been allowed to recover by stealth no inconsiderable portion of the ground which it had been compelled formally to surrender. The period which has elapsed since the Treaty of Tientsin will remain associated with the gradual creation by the Chinese of a system of internal taxation designed to defeat the guarantees which that treaty afforded for the development of foreign trade in the interior of China. Though internal dues under the name of *likin* are of earlier occurrence than 1860 it was only after that date that they began to increase and multiply throughout the length and breadth of the Empire, and from being merely temporary and local expedients for meeting unexpected addition cies became permanent and universal imposts upon inland trade. The most usual form is that of transit dues levied on merchandise at certain appointed barriers on all the highways and byways of trade, whether by water or by land. With regard to the *likin* levied at the barriers along the trade routes of the interior the *maximum* amount leviable at each barrier is indeed fixed in the official regulations; but as there is no limitation to the number of barriers which may be erected along a certain trade route other than the caprice of the provincial authorities, so there is hardly any limitation to the aggregate amount which may thus be levied other than the vitality of the transit trade itself. The total amount of *likin* to be levied within the frontiers of any one province is not supposed to exceed 10 per cent *ad valorem*, but between two neighbouring provinces it may none the less on a comparatively short transit come to 20 per cent. Such charges would kill any trade were it not that this evil, like most others, produces in a certain measure its own remedy. Where there are several alternative routes the *likin* mandarins do not hesitate to underbid one another and will offer to pass 100 bales of goods as 80 or 70 or 50. Again, where there is no such relief as that afforded by alternative routes, the officials generally detect before it is altogether too late the exact point of tension beyond which it would be suicidal to their own interests to increase the strain. In other cases, as between Shanghai and Su-chau, where along a distance of 80 miles there are no fewer than ten barriers, a powerful trades-guild may compound with the *likin* officials for the payment of a certain fixed amount in commutation of dues; but such an agreement, though it operates in favour of the members of the guild, practically creates the fresh evil of a monopoly, as any outsider is all the more mercilessly fleeced by the mandarins.

(To be Continued.)

AMBULANCE WAR SHIPS.

Both the Secretary of the United States Navy and Surg.-Gen. Tryon are said to be greatly in favour of the addition of an ambulance ship to aid the wounded and drowning during sea fights. During the last naval conflict between Austria and Italy, thirty years ago, it is said that 400 men were drowned who might have been saved had there been an ambulance vessel available at the time. It is furthermore stated that in all sea fights a large number of the injured men are blown into the water, while some who are not hurt fall from the rigging, and as it is calculated that three-fifths of the total number of sailors are unable to swim, the chances of drowning are very great. It is these who Mr Herbert and Surg. Tryon believe could be saved by the introduction of the ambulance ship which would have to be capable of a high speed and be of sufficient size for housing the wounded. This ambulance ship would also be able to take care of and supply immediate aid to such of the wounded as could not be attended to as quickly as might be desirable. The danger to the ambulance ship would, it is believed, be obviated by its working under the same regulations as the Red Cross Society, which would ensure its protection by both combatants. While a man-of-war can accommodate all its crew who may be hurt in the ordinary way, it is believed that exceptional cases may occur which would make this proposed ambulance service invaluable, a calculation having been made showing that with a ship containing 500 men 120 would be wounded and thirty killed 'within a few minutes of the time of action beginning.' As an example of the truth of the statement, it is added that during the recent war between China and Japan one shell which was fired from a Chinese vessel killed seven men and wounded more than fifty on board the Japanese flagship. Of course the ambulance ship could not enter a line of battle. But the *Deerhound* yacht was virtually an ambulance ship to the sailors of the *Alabama*, [when sunk by the *Kearsage*.]

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Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1895, £12,433,131.

Authorised Capital..............£3,000,000.0.0
Subscribed Capital..............£2,750,000.0.0
Paid-up Capital....................£687,500.0.0
Fire Funds..........................£2,601,016.2.9

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 23, 1896. 1475

UNION ASSURANCE SOCIETY.
(*Instituted in the Reign of Queen Anne A.D. 1714*).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.
HARRY WICKING & Co.,
1421 *Praya Central.*

Intimations.

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Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
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ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
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GOLD & SILVER JEWELLERY
in great variety.
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A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 724

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E. H. PARKER, Esq.,
H.B.M.'s Consular Service.
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Monthly Boarders at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, September 3, 1896. 1786

THOMAS'S GRILL ROOM.
THIS Establishment has undergone extensive alterations. The DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two NEW BURROUGH and WATTS' TABLES) being added to the Hotel.
A French Chef having been engaged the Cusine will be second to none.
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FREDERICK BISHOP,
Manager,
1969 THOMAS' GRILL ROOM.

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HONGKONG.
THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.
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Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM,
Proprietor and Manager.
Hongkong, November 24, 1894. 1907

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For further Particulars, apply to
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New Victoria Hotel.
Hongkong, November 24, 1896. 725

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MEIJI FIRE INSURANCE CO., LTD.
IMPERIAL GOVT. PAPER MILL, Japan.
COTTON CLEANING & WKG. CO., S'hai.
ONODA CEMENT COMPANY, Japan.
KANEGAFUCHI COTTON SP'ING MILL, „
MIIKE COTTON SP'ING MILL, LTD., „
TOKIO COTTON SPINNING MILL, „
HAYASHI CLOCK FACTORY. „
Hongkong, December 11, 1896. 1373

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

LIST OF EXCHANGE SUBSCRIBERS.

No. A
129.—Aberdeen, Paper Mills Office.
130.—Aberdeen, Paper Mills.
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co.
B
158.—Beck, J. M., Residence.
143.—Bell Asbestos Co.
172.—Benjamin S. S., Residence.
148.—Benjamin, Kelly & Potts.
70.—Beurmann C., Residence.
66.—Blackhead & Co.
65.—Blackhead, F., Residence.
96.—Bradley & Co.
154.—Brick Co., Deep Water Bay.
122.—Burnie, & Goddard Capts.
39.—Butterfield & Swire, Peak Residence.
36A.— Do. do. Quarry Bay.
18.— Do. do. Shipping Office.
36.— Do. do. Sugar Office.
C
75.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
126.—Canton Insurance Co.
133.—Carlowitz & Co.
111.—Carmichael & Co.
134.—Carmichael H. F., Residence.
162.—Chai On Insurance Co.
128.—Chan Choy, Residence.
22.—'China Mail' Office.
72.—China Sugar Refinery, East Point.
71.— Do. do. Town Office.
160.—Chow Fung Shang, Residence.
CLUBS.
149.—Club Germania.
11.—Club, Hongkong.
116.—Do. Lusitano.
10.— Do., Peak.

168.—Colonial Secretary.
153.—Com. Union Assurance Co.
87.—Compradore, D. Lapraik & Co., Office.
88.— Do. do., Residence.
78.—Cousins, J. B., Office.
D
12.—'Daily Press' Office.
85.—Dairy Farm Office.
67.—Dairy Farm, Pok-foo-lum.
121.—Danby, W.
73.—David, A. J., Residence.
60.—David & Co.
123.—Detective Dept., (Chinese).
25.—Dock, Aberdeen.
20.—Dock Co.
DOCTORS.
80.—Dr. Atkinson, Residence.
105.—Dr. Clark, Residence.
2.—Drs. Hartigan, Stedman and Rennie.
23.—Dr. Jordan, Office.
43.— Do. Residence.
159.—Dr. Paulun Office.
127.—Dr. Paulun, Residence.
35.—Dr. Rennie.
55.—Dr. Stedman, Residence.
162.—Dr. Thomson, Office.
163.— Do. Residence.

41.—Dodwell, Carlill & Co.
17.—Douglas Lapraik & Co.
E
136.—Edye, Surg.-Capt., Residence.
58.—Electric Co.
58A.—Electric Co., Residence.
F
142.—Fenwick, Geo. & Co.
74.—Fletcher & Co.
G
135.—Gande, Price & Co.
132.—Garrels, J. H., Residence.
48.—Gas Co., East Point.
47.— Do. West Point.
150.—Gaupp & Co.
31.—Gibb, Livingston & Co.
44.—Government House.
H
156.—Hall, F. W., Residence.
171.—Hancock A., Residence.
50.—Harbour Master.
99.—Harling, Buschmann & Menzell.
86.—Harling, G., Residence.
35A.—Harrison, W. Stuart, Residence.
95.—Haskell, D., Residence.
92.—Hermann, O., Residence.
113.—Him Kee & Co.
27.—Holliday, Wise & Co.
101.—H. C. & M. S. Co., Office.
102.—H. C. & M. S. Co., Wharf.
126.—Hongkong Fire Insurance Co.
9.—H. & S. Bank.
84.—H. & S. Bank, Mess.
1.—'Hongkong Telegraph' Office.
HOSPITALS.
26.—Hospital, Alice Memorial.
80.— Do. Government Civil.
115.—Hospital, Nethersole.
3.— Do. Peak.
110.—Hospital, Naval.
175.— Do. Tung Wah.
HOTELS.
32.—Hotel, Hongkong.
35.— Do. Mount Austin.
56.— Do. New Victoria.
29.— Do. Peak.
170.—Hotel, Windsor.

82.—Ho Tung, Praya West.
77.— Do. Praya Central.
59.— Do. Residence.
37.—Humphreys, J. D., Residence.
68.—Humphreys, J. D., & Son.
K
108.—Kaw Hong Take
64A.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
107.—Kin Fat Hong.
141.—Kingborn, J. W., Office.
120.—Kirch & Co.
151.—Kruse & Co.
L
91.—Lamke & Rogge.
97.—Lane, Crawford & Co.
117.—Land Investment Co.
89.—Layton, B., Office.
90.— Do., Residence.
167.—Leigh and Orange.
M
106.—Man Chuen Yuen.
98.—Man On Insurance Co.
118.—Marty, A. R.
112.—Melchers & Co.
131.—Meyer & Co.
114.—Meyer & Co., Godown.
124.—Meyer & Co., North Point.
157.—Michaelsen, St. C., Residence.
155.—Mitsui Bussan Kaisha.
N
125.—Nam Tai Insurance Co.
5.—Nam Wo & Co.
146.—National Bank.
109.—Naval Yard.
O
119.—Opium Factory.
46.—Opium Farm.
174.—Osborne E., Residence.
P
176.—Palmer and Turner.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
147.—Playfair, G. W. F., Residence.
15.—Police Station, Central.
R
34.—Ray, E. C., Residence.
51.—Ray and Davies.
103.—R. E. Guard Room.
104.—R. E. Mess.
140.—Reuter, Brockelmann & Co.
76.—Richardson R. L. Residence.
19A.—Ritchie, H. A.
30—Ritchie, H. A., Residence.
45.—Rope Factory.
169.—Ross A., Residence.
S
13.—Sachse, P., Residence.
52.—Sailors' Home.
4.—Sanitarium, Pok-foo-lum.
94.—Sassoon, M. S. & Co.
49.—Shewan, Tomes & Co.
81.—Siemssen & Co.
173.—Smith, A. Findlay.
166.—Skott H., Residence.
139.—Soap Factory, Shaukiwan.
100.—Sperry Flour Co.
61.—Stevens, G. R., Office.
62.— Do. do. Residence.
153.—Straits Insurance Co.
53.—Sui Kut Bank.
T
14.—Telegraph Companies.
28.—Tomes, C. A., Residence.
137.—Tong Lee Chan, Office.
138.—Tong Lee Chan, Shaukiwan.
54.—Tram Station, Peak.
93.—Tung Kee & Co.
W
16.—Watson A. S., & Co.
6.—Wharf & Godown Co., Head Office.
7.—Wharf & Godown Co., Kowloon.
21.—Wharf & Godown Co., Wanchai.
33.—Wharf & Godown Co., West Point
57.—Wickham, W. H., Residence.
165.—Wieler & Co.
144.—Wing Kee & Co., Office.
145.— Do., Godown.
63.—Wo Kee & Co.
Y
161.—Yan Woo Co.
38.—Yuen Fat Hong.
79.—Yeun Larn Kee.

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Jardine, Matheson & Co., East Point.
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W. STUART HARRISON,
Manager.
Hongkong, January, 1897. 105

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1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.
China Ports (Hoihow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

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Foreign Countries:—

Austria-Hungary.
Belgium.
Bulgaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople. Salonica.
Smyrna. Panama.
Adrianople. Tangier.
Beyrout.

British Colonies:—

	WEST INDIES.
Cyprus.	Antigua.
Falkland Islands.	Bahamas.
Gibraltar.	Barbadoes.
Malta.	Bermuda.
Newfoundland.	British Guiana.
AFRICA.	
Britis Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombasa.	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn *through the London Post Office* are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2, ... 3d.
„ Exceeding £2 but not ex'ding £ 5 .. 6d.
„ „ £5 „ „ £ 7 .. 9d.
„ „ £7 „ „ £10 1s. 0d.

3.—The commission charged is as follows (according to the currency the Order is drawn in):—

(*a.*) For sums not exceeding:—£1, 12 cts. £2, 24 cts.; £3, 36 cts.; £4, 48 cts.; £5, 60 cts.; £6, 72 cts.; £7, 84 cts.; £8, 96 cts.; £9, $1.08; £10, $1.20.

(*b.*) Up to $10, or 20 rupees, 20 cts.; $25, or 50 rupees, 40 cts.; $35, or 70 rupees, 60 cts.; $50, or 100 rupees, 80 cts.; 150 rupees, $1.00.

4.—No Order must exceed £10 or $50, unless drawn on India, when 150 Rupees is the limit.

SHARE LIST.—QUOTATIONS.—FEBRUARY 10, 1897.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	184 % prem.=$355, sales
Bank of China & Japan, Limited preference shares	39,950	£ 5	£ 5	nom.
„ ordinary „	199,875	£ 8	£ 2.10	nom.
„ deferred „	1,250	£ 1	£ 1	£5, buyers
National Bank of China, Limited...	...	£ 10	£ 8	$26½
MARINE INSURANCES.				
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$185, sales
China Traders' Insurance Co., Ld...	24,000	$ 83.33	$ 25	$79, sales
North-China Insurance Co., Ld......	5,000	£ 100	£ 25	Tls. 195
Straits Insurance Co., Ld............	30,000	$ 100	$ 20	$29, sales and sellers
Union Insurance Society, Ld.........	10,000	$ 250	$ 50	$237½, sales
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$160, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld........	20,000	$ 100	$ 20	$111, sales
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$380, sales and buyers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	230 % prm.,=$412.50, sales and sellers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$68, buyers
Douglas Steamship Co., Limited....	20,000	$ 50	all	$62, sales and sellers
HK. C. and M. Steamboat Co., Ld.	80,000	$ 15	$ 15	$33, sales and buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$46, buyers
China Mutual S. N. Co.	20,000	£ 10	£ 10 / £ 10	£7, buyers / £6
Do. (new issue).	20,000	£ 10	£ 5	£2.5
REFINERIES.				
China Sugar Company, Limited......	20,000	$ 100	all	$139, buyers
Luzon Sugar Company, Limited. ...	7,000	$ 100	all	$50
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$59, buyers
Wanchai Warehouse and Storage Company, Limited.	2,600	$ 100	$ 37½	$44, sales
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited......	50,000	$ 100	$ 50	$77, sales and sellers
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$15, ex div.
Humphreys' Estate & Finance Co...	25,400	$ 10	all	$9½, sales
West Point Building Co., Limited..	12,500	$ 50	$ 40	$19½, buyers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$95, buyers
MINING.				
Jelebu Mining & Trading Co., Ld....	40,000	$ 5	all	$2.25, buyers
Punjom Mining Co., Ld..............	60,000	$ 4	all	$9
Société Française des Charbonnages du Tonkin.	12,000	Fcs. 500	all	$75, sellers
New Balmoral Gold M'ing Co., Ld.	50,000	$ 3	all	$1.40, sales and sellers
Raub Aust. Gold Mining Co., Ld....	200,000	£ 1	13/10	$11½, sales and buyers
Olivers Freehold Mines, Ltd...... A	15,000	$ 5	$ 5	$5
B	20,000	$ 5	$ 2½	$2½
PLANTING, ETC.	45,000	$ 5	$ 1	$1
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited. in liq.	6,000	$ 50	all	in liq.
HOTELS, ETC.				
Hongkong Hotel Company, Lt......	12,000	$ 50	all	$38, sales
DISPENSARIES.				
A. S. Watson & Co., Limited.........	60,000	$ 10	all	$12.25, sales and buyers
Dakin, Cruickshank & Co., Ld. in Liq.	50,000	$ 5	all	in liquidation
LIGHTING.				
HK. and China Gas Co., Limited...	7,000	£ 10	all	$110, buyers
Hongkong Electric Co., Limited. ...	30,000	$ 10	$ 8	$7½, sales and buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 10	$ 10	$22½, sales and sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	3,000 / 7,000	£ 1 / £ 1	£1 / £ 15/-	$7, buyers / $8
Campbell, Moore & Co., Limited....	1,200	$ 10	all	$7, buyers
Geo. Fenwick & Co., Limited.	6,000	$ 25	$ 25	$32, buyers
Hongkong Bakery Company, Ld. ...	600	$ 50	all	$30
Hongkong Dairy Farm Co............	10,000	$ 7½	$ 5	$5, nom.
Hongkong Ice Company, Limited...	5,000	$ 25	all	$108, ex div., sellers
H'kong Rope Manufactory Co., Ld.	5,000	$ 50	all	$156, sales and buyers
Ewo Cotton Spinning and Weaving Co., Ld., ...	10,000	Tls. 100	Tls 100	Tls. 85, sales and buyers
International Cotton Manufacturing Co., Ld., ...	10,000	Tls. 100	Tls 100	Tls. 90
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld..............	8,000	Tls. 100	Tls 100	Tls. 90
Carmichael & Co., Ld................	2,000	$ 25	$ 20	$8
Soy Chee Cotton Spinning Co., Ld... * Founder's shares	2,000	Tls. 500	Tls 500	Tls. 525

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886 E	Tls. 767,200	Tls. 250	7 % p. annum	10 % prem.

A. G. STOKES, Share-broker.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Albingia	5 c	Witt	Ger. str.	1193	Feb. 6	Wieler & Co.		
Altmore	....	Watson	Brit. str.	1497	Jan. 20	Shewan, Tomes & Co	....	K'loon Dock
Amoy	....	Wulff	Ger. str.	663	Jan. 3	Order	....	K'loon Dock
Ancona	5 k	Mudie	Brit. str.	1888	Feb. 7	P. & O. S. N. Co.	Yokohama	12th inst.
Belgic	6 c	Rinder	Brit. str.	2695	Jan. 28	O. & O. S. S. Co.		
Benmohr	3 k	Butilier	Brit. str.	1935	Feb. 2	Gibb, Livingston & Co.		
Chelydra	5 k	Cass	Brit. str.	1574	Feb. 5	Jardine, Matheson & Co.	S'pore & Calcutta	12th inst.
Chow Fa	2 h	Williamson	Brit. str.	1055	Feb. 8	Yuen Fat Hong		
Cosmopolit	....	Holtz	Ger. str.	552	Jan. 30	Wieler & Co.	....	K'loon Dock
Daphne	5 c	Samuelson	Ger. str.	1291	Feb. 5	Siemssen & Co.		
Deuteros	3 c	Lassen	Ger. str.	1198	Jan. 29	Siemssen & Co.		
Empress of India	5 h	Marshall	Brit. str.	3003	Jan. 26	C. P. R. Co.	Vancouver, B.C.	17th inst.
Fushun	3 h	Lunt	Chi. str.	1504	Feb. 9	C. M. S. N. Co.	Shanghai	To-morrow
Haimun	5 h	Bathurst	Brit. str.	636	Feb. 9	Douglas Steamship Co.	Swatow, &c.	To-morrow
Hanoi	3 c	Guard	Fch. str.	800	Feb. 9	A. R. Marty		
Hiroshima Maru	7 c	Shimadzu	Japan. str.	2031	Feb. 8	Nippon Yusen Kaisha	Yokohama	To-morrow
Hohenzollern	5 c	Harrassowitz	Ger. str.	2039	Feb. 1	Melchers & Co.		
Independent	....	Ahrenkiel	Ger. str.	891	Jan. 22	Wieler & Co.	....	K'loon Dock
Jacob Christensen	3 c	Hansen	Norw. str.	1088	Jan. 21	Melchers & Co.		
Loyal	3 c	Lorensen	Ger. str.	1237	Jan. 31	Wieler & Co.		
Macduff	5 c	Thomson	Brit. str.	1881	Feb. 5	Dodwell, Carlill & Co.		
Machew	2 h	Farrell	Brit. str.	995	Feb. 7	Yuen Fat Hong		
Mirzapore	5 k	Jephson	Brit. str.	2168	Feb. 9	P. & O. S. N. Co.	Europe, &c.	To-morrow
Monmouthshire	5 k	Evans	Brit. str.	1871	Feb. 5	Shewan, Tomes & Co.		
Nanchang	....	Finlayson	Brit. str.	1060	Dec. 17	Butterfield & Swire	....	Cos'tan Dock
Nanshan	3 c	Stovell	Brit. str.	1342	Feb. 6	Bradley & Co.		
Nord	3 c	Bull	Norw. str.	1768	Feb. 6	Meyer & Co.	Singapore	To-day
Onsang	5 c	Young	Brit. str.	1787	Feb. 2	Jardine, Matheson & Co.		
Peru	5 c	Freile	Amer. str.	2540	Feb. 9	P. M. S. S. Co.		
Phra Nang	5 c	Watton	Brit. str.	1021	Feb. 6	Yuen Fat Hong	Bangkok	To-morrow
Propontis	5 c	Farrand	Brit. str.	1390	Dec. 24	Chinese		
Sabine Rickmers	5 c	Sanders	Ger str.	598	Jan. 25	Arnhold, Karberg & Co.		
Saide Maru	3 c	Olsen	Japan. str.	1064	Feb. 10	Nippon Yusen Kaisha		
Strathtay	5 k	McKenzie	Brit. str.	2678	Feb. 10	Nippon Yusen Kaisha		
Sungkiang	5 c	Dodd	Brit. str.	994	Feb. 9	Butterfield & Swire		
Taiyuan	....	Nelson	Brit. str.	1459	Jan. 28	Butterfield & Swire	....	Cos'tan Dock
Tamarind	....	Dannerig	Norw. str.	730	Feb. 2	Wieler & Co.	....	K'loon Dock
Tetartos	3 c	Cornelsen	Ger. str.	1812	Feb. 7	Siemssen & Co.		
Tokio Maru	5 c	Barstow	Japan. str.	1360	Feb. 9	Nippon Yusen Kaisha	Yokohama	12th inst.
Toyo Maru	5 c	Hayashi	Japan. str.	1500	Feb. 2	Dodwell, Carlill & Co.		
Wong-koi	5 c	Stonham	Brit. str.	1115	Jan. 29	Butterfield & Swire	Swatow & Bangkok	To-morrow
Zafiro	5 c	Cobban	Brit. str.	675	Jan. 29	Shewan, Tomes & Co.		
Sailing Vessels.								
Bylgia	2 k	Manzelsdauff	Ger. bqe.	333	Feb. 4	Chinese		
Coloma	....	Noyes	Amr. bqe.	814	Jan. 17	Captain	....	K'loon Dock
Euryaice	2 k	Knox	Brit. sh.	1156	Feb. 4	Captain		
Fannie Skolfield	2 k	Veitch	Brit. sh.	1026	Feb. 6	Master		
Fred. P. Litchfield	2 k	Hardy	Amer. bqe.	991	Nov. 20	Order		
Galveston	3 c	Petersen	Ger. bqe.	650	Dec. 28	Wieler & Co.		
John R. Kelley	2 k	Chapman	Amer. sh.	2255	Jan. 23	Standard Oil Co.		
Queen Victoria	2 k	Logie	Brit. sh.	1587	Feb. 4	Captain		
Rickmer Rickmers	3 k	Ahlers	Ger. sh.	1914	Feb. 3	Captain		
Santa Cruz	3 k	O'Keefe	Amer. sch.	120	Jan. 3	Captain		
Sebastian Bach	3 k	Hanson	Brit. bqe.	823	Feb. 8	Wieler & Co.		
Sumbawa	5 k	Rebberg	Brit. bqe.	1065	Dec. 27	Shewan, Tomes & Co.		
Tacoma	5 k	Gaffey	Amer. sh.	1672	Jan. 13	Standard Oil Co.		
Torrisdale	3 k	Buchanan	Br. 4m. bk.	2184	Feb. 6	Standard Oil Co.		
West York	5 k	....	Bri. bqe.	688	Oct. 18	Order		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Æolus	twin-screw cruiser 2nd class	3600	21	9000	Captain Robert L. Groome	Hongkong
Alacrity	despatch-vessel	1700	12	3000	Commander F. G. De Lisle	Hongkong
Archer	cruiser 3rd class	1770	16	3500	Comd. C. E. Kingsmill	Yokohama
Centurion*	twinscrew battle ship	10,500	41	13,000	Captain Spencer H. Login	Hongkong
Daphne	sloop	1140	16	2000	Commander MacArthur	Manila
Esk	g-bt. 3rd class coast defence	363	9	200	Lt.-Com. H. P. Barton	Ichang
Firebrand	gunboat 2nd class	455	6	360	Lieut.-Com. Vernon Maud	Hongkong
Grafton†	twin-screw cruiser, 1st class	7350	36	12,000	Captain E. P. Jones	Hongkong
Handy	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Hongkong
Hart	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespear	Hongkong
Humber	storeship	1610	—	800	Commander F. W. Wyley	Hongkong
Immortalité	armoured cruiser, 1st class	5600	34	8500	Captain Edward Chichester	Hongkong
Linnet	gun-vessel 2nd class	756	8	870	Commander R. C. Sparkes	Tientsin
Narcissus	armoured cruiser, 1st class	5600	34	8500	Commander McAlpine	Nagasaki
Peacock	gunboat 1st class	750	10	1200	Lieut. P. S. St. John	Nagasaki
Pigmy	gunboat 1st class	710	10	1200	Lieut. Dormer	Hongkong
Pique	cruiser 2nd class	3600	21	9000	Capt. A. C. Curry	Singapore
Plover	gunboat 1st class	755	10	1200	Lieut. Spencer V. Y. de Horsey	Shanghai
Porpoise	cruiser 3rd class	1770	16	3500	Commander F. R. Pelly	On a cruise
Rainbow	cruiser 2nd class	3600	21	9000	Captain Wm. C. C. Forsyth	Singapore
Rattler	gunboat 1st class	715	10	1200	Lt.-Com. Hon. G. A. Hardinge	Hongkong
Redpole	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Hankow
Spartan	twin-screw cruiser 2nd class	3600	21	9000	Captain Alfred L. Winsloe	Hongkong
Swift	gun-vessel 2nd class	756	8	870	Act.-Com. Youel	Manila
Tamar	ex-transport	2047	—	—		Hongkong
Tweed	g-bt. 3rd class coast defence	363	5	200		Hongkong
Undaunted	armoured cruiser	5600	34	8500	Captain John S. Halliflax	Nagasaki
Victor Emanuel	receiving ship	5157	14	—	Commodore S. Holland	Hongkong
Wivern	coast defence ship, armour	2750	12	1000		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.
* Flagship of Vice-Admiral Sir Alexander Buller, K.C.B. † Flagship of Rear-Admiral Oxley.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	1500	32	6000	Captain Moles	Hongkong
Admiral Nakhimoff	Russian cruiser	7781	32	9500	Captain Kasherininoff	Nagasaki
Africa	Portuguese transport	1993	—	—	Capt. Antonio Sergio de Souza	Macao
Aleout	Russian gunboat	810	2	730	Captain Parenego	Vladivostock
Alger	French cruiser	4000	30	8000	Captain Boutet	Shanghai
Arcona	German cruiser	2300	18	2400	Captain Becker	Hongkong
Aspic	French gunboat	475	4	450	Commander Journet	Bangkok
Bayard	French flagship	6010	26	4400	Commander Fortin	Saigon
Bengo	Portuguese gunboat	462	5	400	Capt. A. T. Da Costa e Silva	Hongkong
Bobre	Russian sloop	950	13	1150	Captain Molas	Shanghai
Boston	U. S. cruiser	3000	8	3500	Captain F. Wildes	Chemulpo
Castilla	Spanish cruiser	3290	22	4400	Capt. Enrique Sanlola	Manila
Comète	French gunboat	495	4	500	Capt. Simon	Manila
Detroit	U. S. cruiser	2000	16	5400	Capt. Reiter	Nagasaki
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Witthofft	Yokohama
Don Antonio de Ulloa	Spanish cruiser	1200	4	—	Capt. Duelo	Manila
Don Juan de Austria	Spanish cruiser	1130	14	1500	Commander E. P. de Bonaure	Manila
Gaidamak	Russian gunboat	500	3	3500	Capt. Serebrennikoff	Nagasaki
General Alava	Spanish gun-vessel	1200	—	—	Capt. Ramon Rochiquet Frejjillo	Manila
Gremiastchy	Russian gunboat	1490	12	1380	Capt. Bouchanoff	Nagasaki
Irene	German cruiser	4400	22	8000	Commander du Bois	Hongkong
Isly	French cruiser	4800	22	8000	Captain Pillot	Tourane
Kaiser	German flagship	7677	15	7800	Captain Zeye	Hongkong
Koningin Wilhelmina	Nederland cruiser	—	—	—	Capt. W. J. Derx	Amoy
Korejetz	Russian sloop	1200	9	2150	Capt. Lindestroem	Yokohama
Kormoran	German cruiser	1640	8	2800	Commander Brinkmann	Shanghai
Kreiser	Russian sloop	1330	13	1200	Capt. Bakleminsheff	Nagasaki
Lion	French gunboat	500	6	500	Lieutenant Gauchet	Saigon
Machias	U. S. cruiser	1250	16	1600	Commander Mackenzie	Bangkok
Manila	Spanish transport	1057	2	1000	Captain Vimigra	Manila
Mandshur	Russian sloop	1200	9	1400	Commander Andruff	Nagasaki
Monocacy	U. S. sloop	1370	6	850	Com. Reisinger	Tientsin
Olympia	U. S. flagship	5800	14	13,500	Captain J. J. Read	Hongkong
Otvajny	Russian gunboat	1490	12	2000	Captain Radloff	Shanghai
Pamiat Azova	Russian cruiser	6060	33	8000	Captain Viremers	Nagasaki
Panther	Austrian cruiser	1500	10	—	Commander Koppel	Manila
Pluvier	French gunboat	545	6	450	Lieut.-Commander Vidal	Bangkok
Prinzess Wilhelm	German cruiser	4400	22	8000	Captain Thiele	Hongkong
Reina Cristina	Spanish cruiser	3090	19	4800	Com'der Jose Warleta	Manila
Rurik	Russian flagship	11,500	48	13,500	Comdr. Rodionoff	Hongkong
Silatch	Russian gunboat	—	—	—	Captain Barranoff	Vladivostock
Sivootch	Russian cruiser	950	13	1120	Captain Astromoff	Vladivostock
Vipere	French gunboat	480	4	425	Commander Journet	Bangkok
Vsadnik	Russian gunboat	500	9	3500	Capt. Grave	Nagasaki
Yorktown	U. S. cruiser	1700	16	3650	Commander Stockton	Nagasaki
Zabijaka	Russian cruiser	1230	12	1470	Commander Vandershoff	Hongkong

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